

## SANITARY ENGINEERING

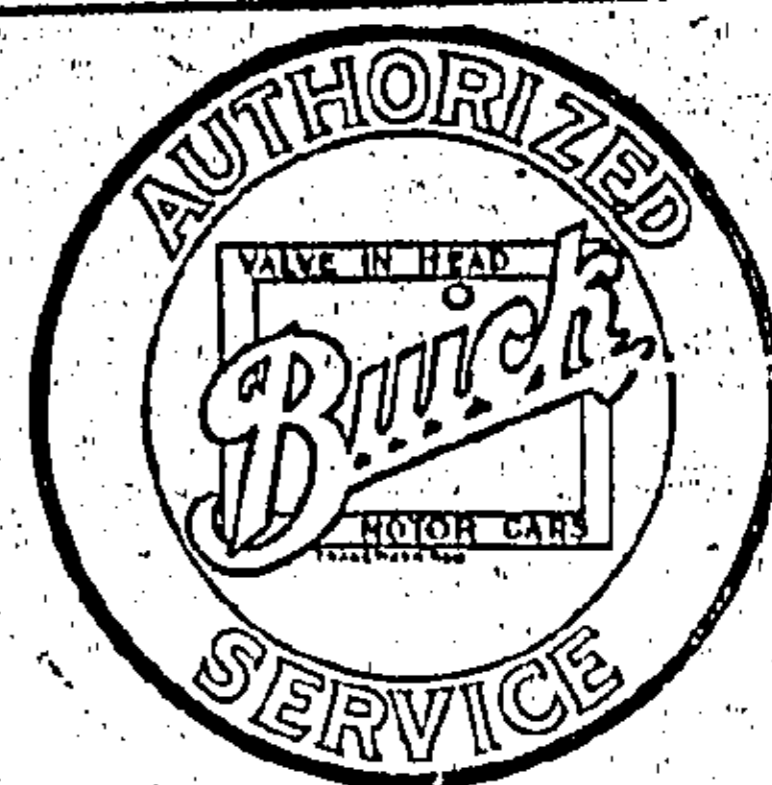
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# The Hongkong Telegraph.

FOUNDED 1858 NO. 22,355 六拜禮 號四廿月二十年英港香 SATURDAY, DECEMBER 24, 1927. 日一初月二十



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## A TRANS-PACIFIC ATTEMPT.

### CHINESE AIRMAN TO FLY FROM HONGKONG.

#### A PRIZE OF G\$50,000.

An interesting report comes from America of an attempt next spring, by a Chinese airman, to fly from Hongkong to Texas, in order to win a prize of G\$50,000 offered by Colonel William Easterwood.

It will be recalled that the flight was attempted last August, the aviator, Capt. Irwin, starting from the American side, and losing his life in the Pacific.

The conditions for winning the prize allow only three halts en route, and the difficulties of a trans-Pacific flight are much that experts consider it almost impossible of accomplishment.

According to the latest American messages, there is every prospect of an aerial flight from Hongkong to Dallas, U.S.A., next spring.

A Dallas telegram dated December 18 states: Col. William Easterwood business man here who is offering \$50,000 for a Dallas-Hongkong flight, announced to-day that Major Ten Lai-huang, of Hongkong, had contracted to attempt the flight next spring. The flight will start from Hongkong. Rules of the flight permit three stops.

#### Previous Failure.

It will be remembered that, some time ago Colonel Easterwood offered a prize for a Dallas-Hongkong flight. The only airman who has actually attempted the flight so far is Captain William Irwin, who left Oakland, California, for Hongkong, via Honolulu, on August 20 last, and never reached Honolulu. He sent out an S.O.S. "miss" from this end, and the flight but disappeared in the Pacific, and no trace of his machine was ever found.

Originally the prize offered by locally as to the identity of the Colonel Easterwood was G\$25,000; Chinese flier.

#### CHINA ITEMS.

##### THE PROPOSED ATTACK ON CANTON.

Hankow, Dec. 23. General Pei Chang-chi has arrived here from Shanghai, apparently in connexion with his projected attack on Canton via Hunan.—Naval Wireless.

##### Shanghai Tram Service.

Shanghai, Dec. 23. An improvement in the tramway service took place to-day, and about fifty trams are now running. It is reported that the Soviet Consular staff will leave Shanghai on Saturday.—Naval Wireless.

##### 'Canton Executions' Annoy Soviet.

Moscow, Dec. 23. Mass meetings to protest against the execution of Soviet citizens in Canton have been held in Moscow, Leningrad and in several Siberian cities.

The Russian Far Eastern Shipping Agency announces the cancellation of its steamship services to all Chinese ports. M. Chicherin has issued a long statement protesting against the executions concluding with the words: "The Soviets reserve the right to undertake such measures as may be deemed necessary in view of the bloody crimes in South China against Russia. These savage acts cannot remain unpunished."—Reuter.

##### Chiang Kai-shek Again Commander.

Shanghai, Dec. 23. It is reported that General Chiang Kai-shek will re-assume the position of Generalissimo, on January 1, after which he is expected to appoint General Ho Ying-ching Defence Commissioner for Shanghai and Woosung, in succession to General Pei Chang-chi.

#### J. C. J. L. BOAT FIRED ON.

##### FOOLISH ACTION BY JUNK.

Inexplicable action was taken by the members of a Chinese fishing junk yesterday morning, when they fired shots at the s.s. Tjimonok, of the Java-China-Japan-Line, as the vessel was approaching Green Island on her way into the harbour from the south.

A large piece of lead which fell on the deck of the ship was believed to have been from the junk's old-fashioned muzzle-loader and this seems to be the only shot which actually struck the ship.

It is difficult to understand the motive of the fisherfolk, for there could have been no possible chance of successful piracy. It seems to have been an act of pure malice. The local agents do not regard the matter seriously.

#### KILLED BY MORO BAND.

##### AMERICAN PLANTER'S FATE.

A band of Moro robbers treacherously killed Mr. B. Hanson, an American planter in Lano recently, and ran away with the booty consisting of cash and jewellery, according to a Manila constabulary report. The Moros escaped and the constabulary is trailing them.

It is believed in the headquarters that the robbers were members of the gang of Moro outlaws who were reported to be plotting against the constituted authorities. Early this morning no further report of the situation in Lano had been received by the constabulary.

Brigadier General Charles E. Nathorst, chief of constabulary, and Colonel Lucien R. Sweet, chief of staff, said the constabulary forces in Lano are sufficient to meet the situation. There are seven companies of an average of 50 enlisted men stationed in and around Lano under the command of able officers.

## CHRISTMAS PROSPECTS AT HOME.

### SEASONABLE WEATHER EXPECTED.

#### PEACE IN INDUSTRY.

London, Dec. 23. The Christmas holidays began to-day in earnest. Shopping reached its climax, and all the London stations were crowded with travellers. A feature was the heavy bookings for the Continent. All air services to the Continent had to be cancelled owing to a gale raging in the Channel.

The very mild weather, which in the South of England followed the recent severe cold, is hardly likely to last, according to weather experts. The wintry conditions which have continued in the North, are not unlikely to extend to the South, so that there is, after all, the prospect of a white Christmas for London.

Sir Charles Batho, Lord Mayor of London, has issued the following message to Londoners:—"I am offering Christmas greetings to the citizens of London. I think we may congratulate ourselves upon the happy gestures which have been made by some leading employers as indicative of the establishment of peace and goodwill in our industries. I sincerely hope that this augurs the dawn in the New Year of an era of prosperity, based upon a better understanding as between master and man."

Owing to the Christmas holidays, the British official wireless service will be discontinued on December 24th, 25th, 26th and 27th. The service will be resumed at noon on Wednesday, December 28th.—British Wireless.

#### WEMBLEY EXHIBITION.

##### LIQUIDATORS' FINAL REPORT.

London, Dec. 23. That almost \$86,000 has been "solved" and that the guarantors' final instalment of half-a-crown in the £ will not be needed, is indicated in the final report of the Empire Exhibition Liquidators after two years' work.

Nearly 10d. in the £ is accordingly being refunded to the guarantors, on whom the calls have totalled approximately £2,000,000.

Commenting on this matter, one guarantor remarked that "if the exhibition had been run as well as the liquidation has been, it would have been a success."—Reuter.

#### ECHO OF MAIL BAG ROBBERY.

##### STOLEN BANK NOTES AT SYDNEY.

Sydney, Dec. 23.

Upon the arrival of the P. and O. steamer Moldavia, a young woman presented to the Commonwealth Bank £100 in English notes, the numbers corresponding with those in the recent robbery at Colombo of \$5,000 from a mail bag during transfer from the steamer Maloja to a Chinabound steamer. No suspicion attaches to the woman who evidently acquired the notes innocently at Colombo.—Reuter.

#### STABILISING THE FRANC.

##### RETURN TO GOLD STANDARD SOON.

New York, Dec. 23. According to the Journal of Commerce, the French Government has completed plans for the revalorisation of the franc and will follow the example of Italy by returning to the gold standard early in 1928. In this connexion, the Bank of France recently arranged a credit of \$40,000,000 in New York.—Reuter's American Service.

#### TO-DAY.

Dollar on demand 2/- 5/16. Lightning-up 5.44 p.m.

## SUBMARINE LOSS.

### INDIGNATION FELT IN U.S.

#### NAVY DEPARTMENT BLAMED.

New York, Dec. 23. All hope of rescuing the crew of the submarine S-4 has been virtually abandoned. And the rescue fleet is now giving its attention to the work of salvage, but the raising of the vessel is not likely until the Spring.

#### Public Impatience.

Later. Since the S-4 tragedy, people have been too interested in the life-saving efforts to criticise the Navy Department's management of the salvage operation, but now, however, the public and press are showing certain impatience. A resolution crystallising the feelings of a considerable section of the public has been passed by a local Massachusetts Post of the American Legion, declaring that "the apparent incompetency of the Navy Department in handling the situation, whether due to lack of proper equipment—red tape, inefficiency, or other causes, can only be viewed with apprehension."

Meanwhile the Secretary of the Navy has issued numerous statements giving the impression that he is on the defensive. Everything points to the whole question of safety measures for submarines being thrashed out in Congress shortly. Strong feelings have been aroused by the disaster all over the country and the people are hardly likely to be satisfied with less.—Reuter's American Service.

The Officers. According to a Manila message, the S-4 carried 39 men, and four officers. The latter were Lieut. Commander Roy K. Jones, and Lieut. Graham N. Fitch, Donald Weller and Joseph A. McGinley. Of the enlisted men, one was a Filipino, a messboy, Marian Tadar, from Occidental Negroes. Rear Admiral Henry A. Wiley, Commander of the United States fleet, has ordered that a court of inquiry be convened to investigate the accident.

#### "THE QUARRY BAY TIMES."

##### A NOVEL CHILDREN'S VENTURE.

Some of the scholars of Quarry Bay School have been turning their hands to amateur journalism by the production of a 16-page issue, in script writing, after the form and make-up of a newspaper. They have each been allotted a space in this "newspaper," which is named The Quarry Bay Times, and their contributions are both entertaining and amusing. The issue contains all manner of imaginary news items, complete with headings, together with illustrations, some of which are quite well done. Rights with robbers and battles with pirates figure prominently in the columns, but there are also sporting paragraphs, society items and illustrated fashion, to say nothing of many pictorial advertisements.

As an attractive and original means of interesting the children in composition and drawing, the idea of producing such a journal has its value, and the children are to be commended on the admirable use they have made of the medium at their disposal.

#### COLONY'S FINANCES.

##### CREDIT BALANCE INCREASED.

A financial statement appearing in the current issue of the Government Gazette shows that the credit balance at the end of September was \$4,781,528, as against \$4,273,195 at the end of August. This represents an increase of \$508,333.

The total revenue for the month was \$1,934,386, as against \$1,276,167 for the same month last year, whilst the expenditure was \$1,426,053, compared with \$1,600,628 for September, 1926.

## A WINDFALL FOR BRITAIN.

### BIG GIFT TO PAY OFF NATIONAL DEBT.

#### SUM TO ACCUMULATE.

London, Dec. 23. It is stated in political circles that an offer was recently made to the Treasury of a considerable sum of money, which the donor proposed should be allowed to accumulate for a long period, so that it might ultimately be devoted towards the paying off of the National Debt.

The Chancellor of the Exchequer, it is understood, was ready to accept the gift, but there were found to be legal difficulties in the way of its use in the manner proposed. It was decided that provision should be made to give effect to the donor's wishes, and for this purpose a new clause was proposed to the Trust Funds Validation Bill, which was considered in Committee in the House of Commons on Wednesday.

Sir Thomas Inskip, the Solicitor-General, moved the new clause to exempt a benevolent fund from the law against perpetuities in order that it may in the end be used to pay off the National Debt. The new clause was added to the Bill, which was given Royal Assent before Parliament was prorogued.

Though it was generally understood that a definite offer had been made to the Chancellor, the sum was not known. A report to-day puts it at £100,000.—British Wireless.

## HUNGARIAN ELECTRIC RAILWAY.

### BIG ORDER FOR BRITISH GROUP.

London, Dec. 23. It is stated from Vienna that an agreement had been completed between the Hungarian Government and a British group for the establishment of electricity works at Baniha Beartotis, for the electrification of the railway line from Budapest to the Austrian frontier, and for the supply of power to the Budapest Municipality.

Capital of £3,000,000 is stated to be involved. British industry is to receive 40 per cent. of the orders, including twenty electric locomotives.—British Wireless.

## THE TRANS-ATLANTIC TELEPHONE.

### AMERICAN COMPANY ALSO LOSES.

New York, Dec. 23. In connexion with the statement in the British House of Commons that the British Post Office is losing on the trans-Atlantic telephone service, the American Telephone Company has also found that the service is unprofitable, and has announced that it will be continued.—Reuter's American Service.

#### PLANE RELEASED

##### CONTINUES ITS FLIGHT.

Angora, Dec. 23. The aeroplane Georges Guynemer is now reported to have left Adalia for Aleppo on Wednesday, after taking in a fresh supply of petrol.—Reuter.

#### DE VALERA'S MISSION.

##### ARRIVAL IN U.S.A.

New York, Dec. 23. De Valera has arrived here and announced that he will try to raise \$250,000 in the United States in order to establish an Irish republican newspaper.—Reuter's American Service.

## Bulls and Inners

### From the Office Butts.

We expect some of our local lads to sat alight the pudding this week-end. The Christmas advertisement which made the greatest appeal to local boxers was: "Give him socks."

There's a rumour that Santa Claus intends shaving off his beard, in case he's mistaken for a Bohalio. In the matter of kissing, many a Hongkong mistletoe the line this Christmas.

Messrs. Komor and Komor are hardly likely to thank the Daily Press for describing the valuable exhibit showing at their store as the "pukest pearl in the world."

President Coolidge is said to have been offered a job as head of a steel firm. Evidently a man of mettle. Canton Fashion Note: Red scarves are not quite so popular as they were.

The latest discoverers of the Kowloon Tiger are seeking a place in Who's Zoo.

"Even motorists have a right to the pursuit of happiness," says a writer. But not at the rate of 75 miles an hour.

Christmas' Warning: A little blonde is a dangerous thing.

Christmas amongst the brokers: "Carol, brothers!"

If some of these Canton "Reds" had only washed their necks, they wouldn't have lost their heads.

There's a lot of interest in the possibility of a Hongkong trade revival, but more capital would be better. Looks as if some of these Chinese generals have been bought over in job lots. "New Ford Car Shakes Financial World," says an American newspaper heading. Living up to the habits of its predecessors.



"My boy, that plant belongs to the Cucurbitaceous family!" "Excuse me, sir, it belongs to the family on the first floor!"

This melted sugar on a ship was sure tough. The passenger boat master who was fined for carrying cargo was convicted of Christmas treason.

The wife is expecting a fur at Christmas. What fur? Talking of paying for the Defence Force, the question is, will Shanghai mind?

It is hoped that they will clear the Gorgistan too sweet. The Philharmonic Society is unanimously stated to have given its Best show to date.

Agony Column—Advertiser will exchange one smoking cap, two ties and a box of shortbread for something useful. "Enquirer." The X in Xmas is a sure sign of one's expenses being multiplied.

Many residents at this time of the year are getting into hot water. One of Mr. H. P. White's griffins is named Shingle. It should be worth having a bob on.

Why don't turkeys make themselves as scarce before Christmas as they generally do the day after? But the combination of Brown Jug and Bar Boy in one race would be too stimulating.

The Peak tram traveller who was overheard to mention that his wife usually smoked all his cigarettes, should let her try his cumshaw cigars. There seems something strangely inconsistent about an Aberdeen scheme which is to cost over \$2,600,000.

The cook-boy is usually more interested in your dough than in anything else connected with the Christmas dinner. Women are occupying the seats of the mighty to a greater extent. Under "Things Feminine," we read that a local store is stocking trouser presses.

A mince-pie in the hand is worth two afterwards. The person who retained last year's useless gifts and redistributed them this week, has shown great presents of mind.

To-night's popular song—"I've got a motto." Speaking of Melanesia, Dr. Fleming says that "the possession of a head was a necessary qualification for a young man contemplating marriage." But isn't that usually when he loses it?

It was evident on Wednesday morning that there were some big guns in the Colony. In Hollywood, an "engagement" book is a popular gift.

Sentenced this week to three years' hard, a Chinese will study the alchemy of a change from gold to iron bars. To those who are disappointed by the mail to-day: "Yes, we have no Devanhas."

So many robbers are getting the cat lately that they believe bad luck dogs them. A local boxer, in accord with the spirit of the season, declares that it's always better to give than to receive.

The thanks of the community are extended to the person who stole a lot of telephone wire this week. The relief, however, is only temporary. At Taipei, tins of "Loto" are being distributed as Christmas boxes. Otherwise, crime in the district is normal.

There's no time like the "present" time. The rare phenomenon of a "come-down" in the world, was observed at the Club this week, when two well-known residents were held in are stirring times.

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## THE RIGHT TO THE ROAD.

CHIEF JUSTICE ON MOTORING.

INDIAN DRIVER CONVICTED.

The trial at the Criminal Sessions before the Chief Justice, Sir Henry Gollan of Sandi Khan, an Indian chauffeur who was employed by Mr. Bernard Brown, on a charge of manslaughter, was concluded yesterday afternoon when the jury returned a verdict of "Guilty" and the prisoner was sentenced to two years' hard labour.

After the jury's verdict was announced his Lordship refused an application by defending counsel for the imposition of a fine.

The defendant was alleged to have knocked down a woman while driving a car at West Point and caused her death on the night of November 21. Mr. Somerset Fitzroy prosecuted for the Crown and Mr. Leo D'Almada, Esq., instructed by Mr. Leo D'Almada, senior, defended.

After an adjournment for fifteen minutes the last witness for the defence was called. He was the Indian watchman who was riding in the car together with the prisoner and the Indian constable at the time of the accident. He stated that he was sitting in the back seat when the car came into contact with something and he was thrown to the floor of the car. He did not know of any mishap until then.

Counsel's Appeal.

Mr. Leo D'Almada, Jr., made a strong appeal on behalf of the prisoner, pointing out that the evidence adduced by the Crown was of a contradictory nature and highly unsatisfactory.

He first of all announced that he had been requested by the prisoner to express regret at the accident. It was beyond his control. He also desired to express his regret to the relatives of the deceased that the girl should have lost her life. This was the first opportunity he had of expressing such sentiments.

Before they could find that the charge of manslaughter had been proved against the prisoner, continued Mr. D'Almada, they had to find that he was guilty of gross culpable negligence and they must find him guilty on the evidence alone. He dealt at some length with the evidence brought by the Crown which he attempted to show was contradictory.

Mr. D'Almada contended that the evidence of the principal witness, a cargo coolie was of the most unsatisfactory nature. He had stated that the car was travelling at a very high speed, but as against that they had heard the evidence of the prisoner himself and of two Indian constables, one of whom was in the car and the other standing on the road. The policeman's versions were that the car was travelling very slowly at the time of the mishap. That coolie had also made a statement of an extraordinary nature, that out of 43 coolies he was the only one who was working at the time. The others had apparently slacked off and were doing no work at all.

The Crown had tried to show that the car swerved from its course, but that had not been substantiated by any other witnesses.

Impossible Speed.

Dealing with the speed of the car, Mr. D'Almada continued that the speed alleged of 40-45 m.p.h. was impossible under the circumstances. It was probable that some of the jurors were motorists. Was it possible, he asked, for a Buick touring car to leave a certain spot and accelerate to a speed of 40-45 m.p.h. within 200 yards? He ventured the opinion that it was not.

Then they had the evidence of the constable, who was standing on the road that he recognised the prisoner and his companions although the car was going at a speed of 40-45 m.p.h., according to that witness's estimate, and it was night time. Counsel urged that even in broad daylight the witness would have found it difficult to make such recognition if the car was travelling at that speed. How much more difficult would it be at night, he asked? That witness would also have been dazzled by the car's lights, and yet he had said he had recognised the men.

Mr. D'Almada submitted that the explanation was that the car was travelling at a much slower rate, thus enabling the witness to recognise the men.

The next point counsel dealt with was the prisoner's record as stated by Sub-Inspector C. F. Alexander, who had said in evidence that the prisoner had been cautioned by the C.S.P. for negligent driving and that he had also been fined \$10 for another similar offence. Counsel urged that, considering the occurrences covered a period of six or seven years' driving in Hongkong, the prisoner could claim to have a good record. Such convictions might have been incurred by any motorist.

Not Intoxicated.

Referring to Mr. Brown's evidence with regard to warning prisoner when he was said to be drunk, Mr. D'Almada said that there was no proof or allegation in this case that prisoner was under the influence of intoxicating liquor. The fact that he had been able to negotiate difficult corners, and congested traffic on the lower levels, when he returned from taking Mr. Bernard Brown to his residence, was sufficient proof that prisoner was capable of driving the car.

Counsel further commented on the fact that out of 43 cargo coolies near the scene of the mishap the Crown had only seen fit to call one of them to give evidence in the case.

Disregard For Life.

Mr. Fitzroy, in reply to Mr. D'Almada, reviewed the evidence and submitted that prisoner had shown a total disregard for human life. He held that it was a case of reckless driving and that there was no attempt to render any assistance, and that having done the damage the prisoner drove away. Counsel submitted that no satisfactory explanation had been offered by the defence. This was not the first time that prisoner had been accused of negligent driving.

Judge Sums Up.

His Lordship's summing up occupied some 20 minutes. The present case, he said, was of very great importance because it involved the question as to the way in which roads should be used by both drivers and pedestrians. His Lordship reviewed the evidence for both sides and explained to the jury that both drivers and pedestrians had certain rights on the road, of which the law took a wide and reasonable view. Both were expected to use reasonable care towards each other in order to ensure mutual safety. His Lordship dealt with the rights of both parties and commented that the evidence dealing with the question of speed was vague.

After a short retirement the jury returned a verdict of "Guilty."

Before dealing with the prisoner his Lordship asked Mr. D'Almada, Jr., whether there was anything he wished to say.

Mr. D'Almada: In view of the prisoner's past record as a driver I will ask your Lordship to impose a fine.

His Lordship: Oh, but I cannot consider a fine.

Mr. D'Almada: I understand it has been done in the court before.

## CHRISTIE AND BLUHM.

DENIED PERMISSION TO VISIT LODGINGS.

The hearing was to have been resumed yesterday afternoon at the Central Police Court, of the case in which James Christie and Christopher Bluhm are charged with conspiracy to extort money from a Chinese Police Reservist, but owing to a misunderstanding as regards dates, it had again to be adjourned.

Mr. J. A. Gordon Leask who put in a late appearance in Court, apologised for the delay, which he said was due to a misunderstanding. He had understood that the case was not to be heard that day, but that at the last hearing his Worship had fixed the 28th instant for the resumption. He now asked that this date should be allowed to stand, as his presence in the Supreme Court was required during the afternoon.

On Mr. T. H. King stating that he had no objection, the case was adjourned to the date asked for by Mr. Gordon Leask.

Mr. Leask next asked that permission be given to the defendants to go over to their late lodgings at Kowloon to fetch cleaner clothing.

Mr. King objected to this. He pointed out that the defendants were on a committal warrant, and reminded His Worship that they had had already this facility on two previous occasions when ample provision could have been made by the defendants.

His Lordship: But this is a very serious case of manslaughter.

Mr. D'Almada: The case I referred to occurred between 1907 and 1908.

His Lordship: I cannot impose a fine in this case. On the evidence the jury have found against you, in favour of the Crown, and I think the evidence is very much against you.

Warning to Drivers.

Addressing the prisoner his Lordship said: You have been convicted by the jury on clear evidence of having driven this car in a most reckless manner on the night in question. There is no redeeming feature in the whole case.

You ran over four people, killing one, then you went off without paying the slightest attention to the people that you had injured. You say that you went away because you were afraid of being injured by the coolies. Your own witness, Noor Mohamed, contradicts you and says that he tried to make you stop but you refused to stop. The fact that you drove off in that way is no part of this offence, but still it is a matter that one has to keep in mind when considering what your state of mind was on this evening.

Some drivers in Hongkong think that they have a complete right to the road and that everybody must get out of their way. You seem to think, according to one of your answers, that when you blow the horn, anybody who is in the road has to get out of your way.

I want to make drivers clearly understand that the man who is walking on the road has as much right to the road as the driver, and the people who are walking are not to be chased by motor cars or run over with them in the future.

You have killed this unfortunate girl and her death is simply due to your recklessness. The sentence of the Court is two years' hard labour.

With this case the Criminal Sessions for the present month concluded. His Lordship thanked the jurors.



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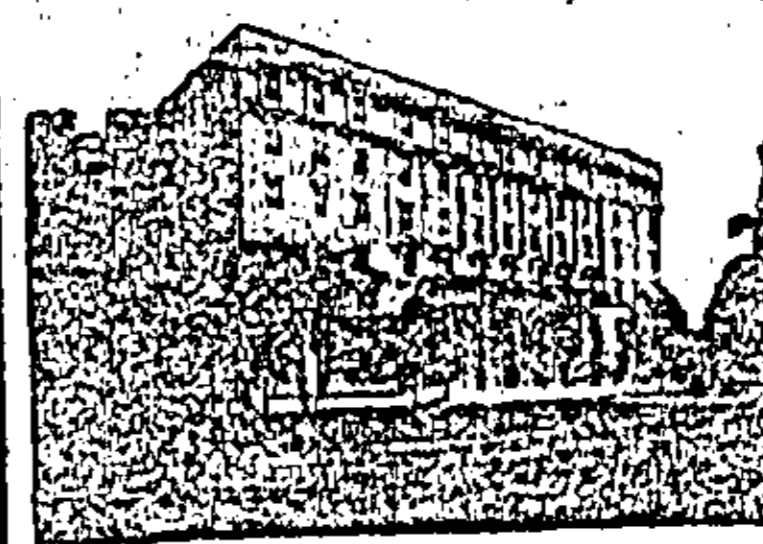
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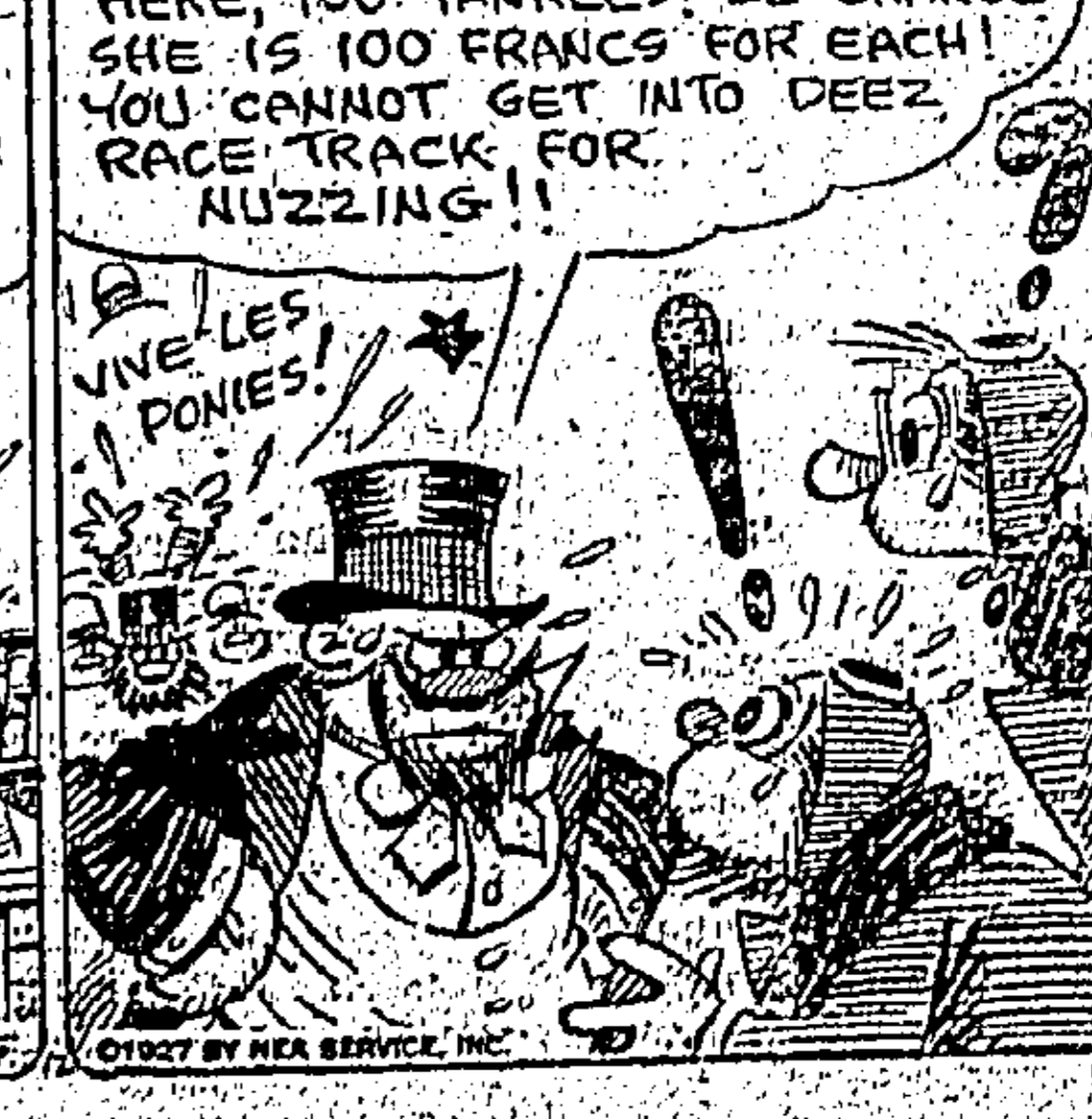
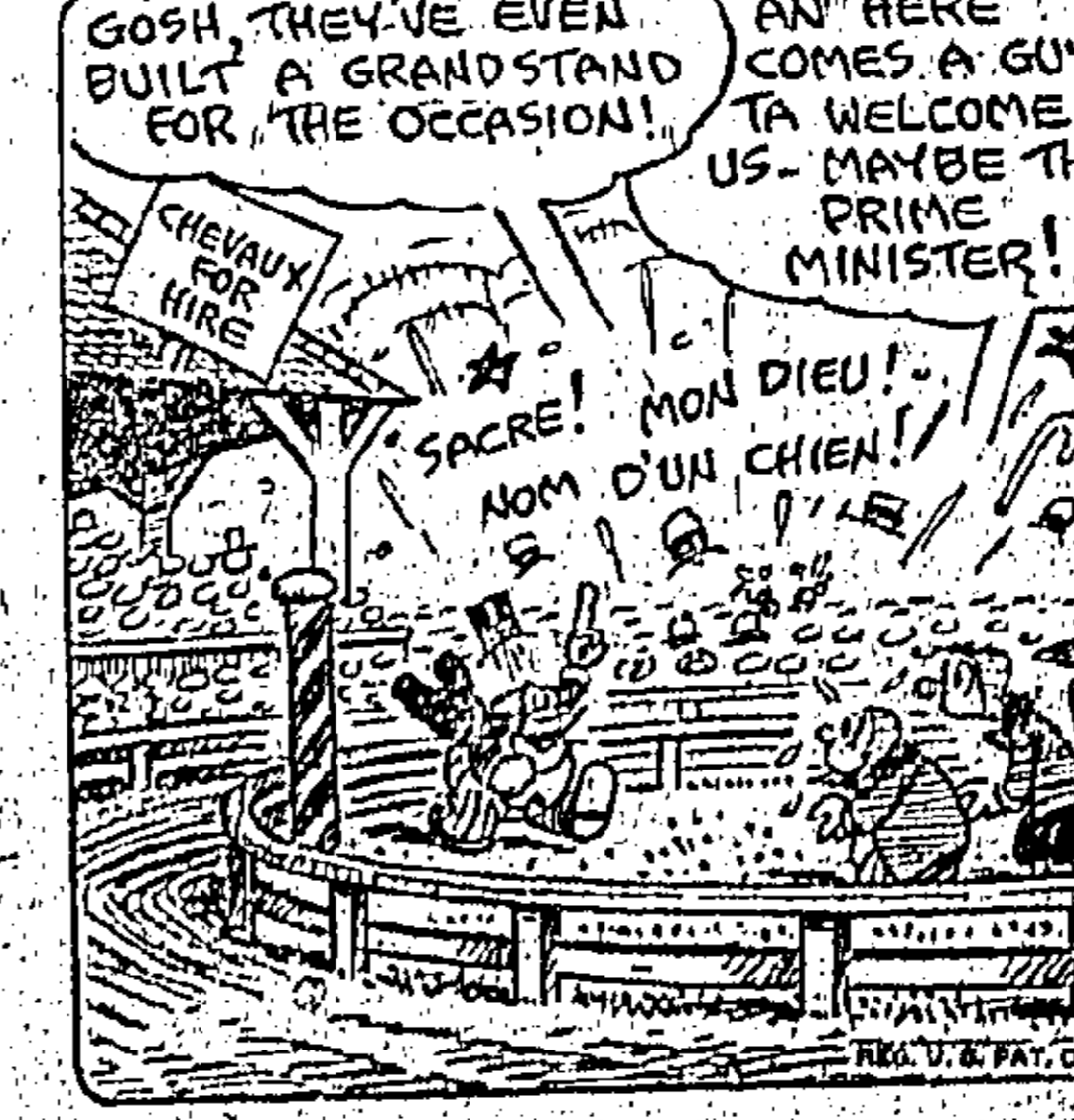
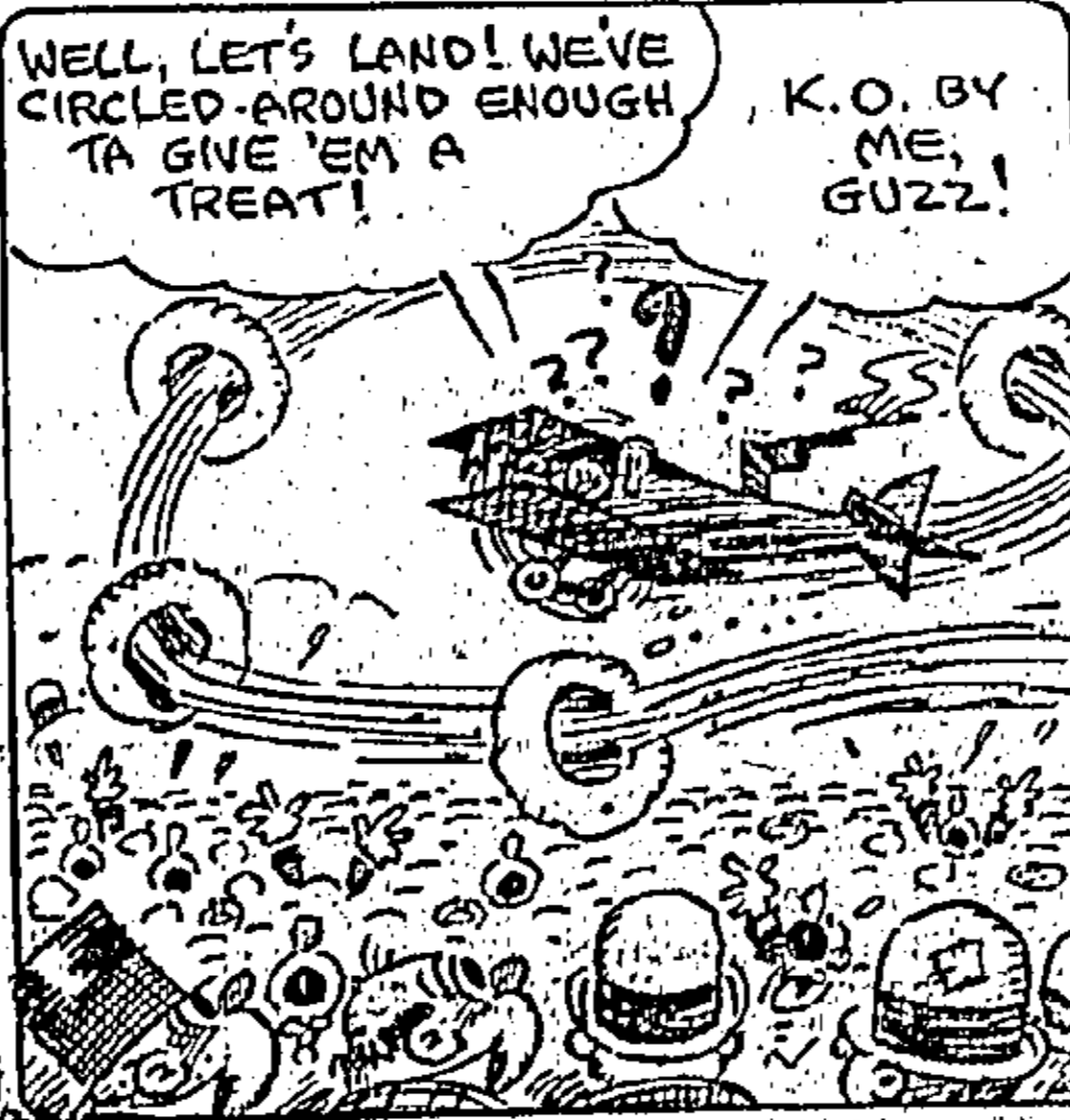
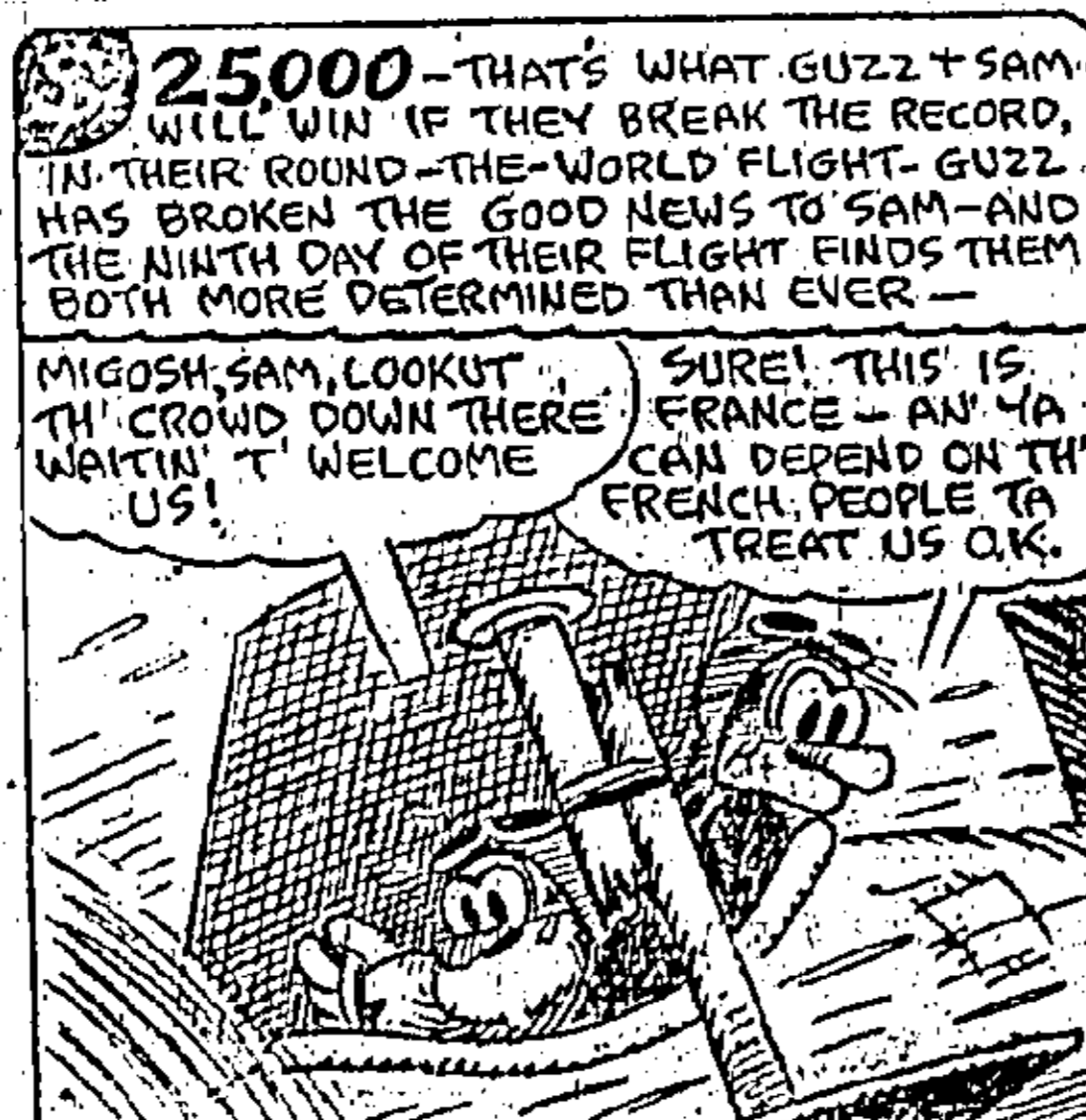
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## The Boss Is on Them

By Small



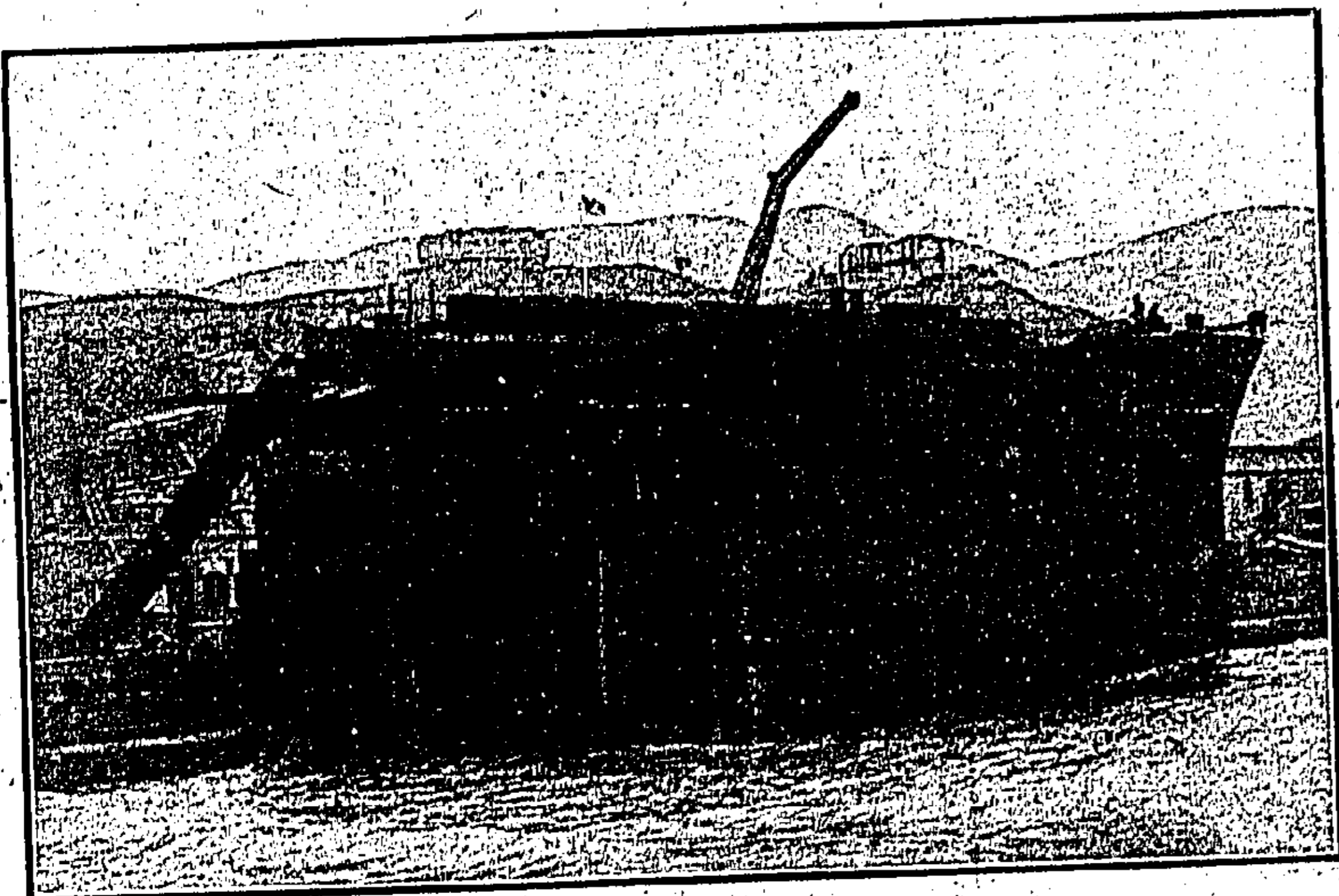
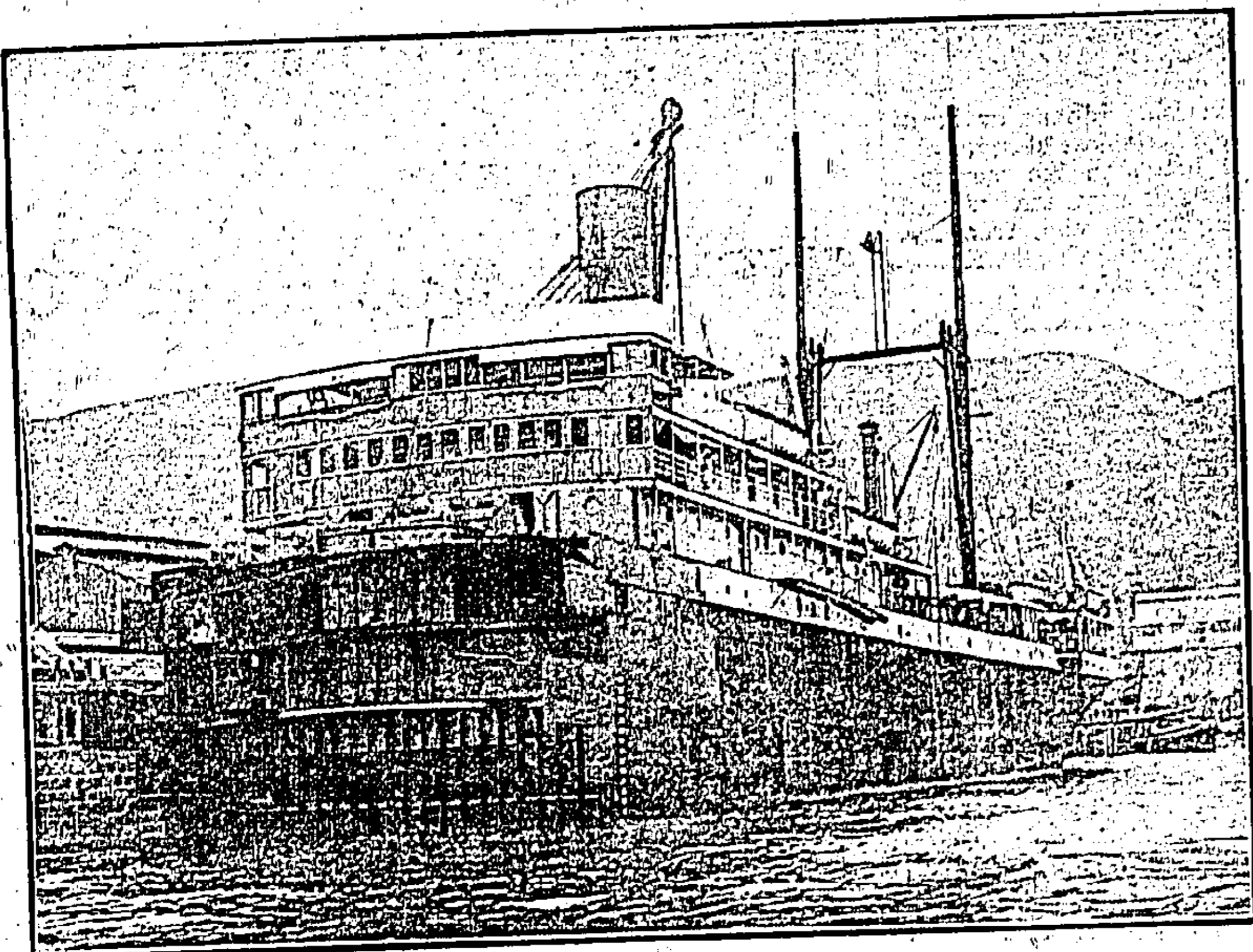
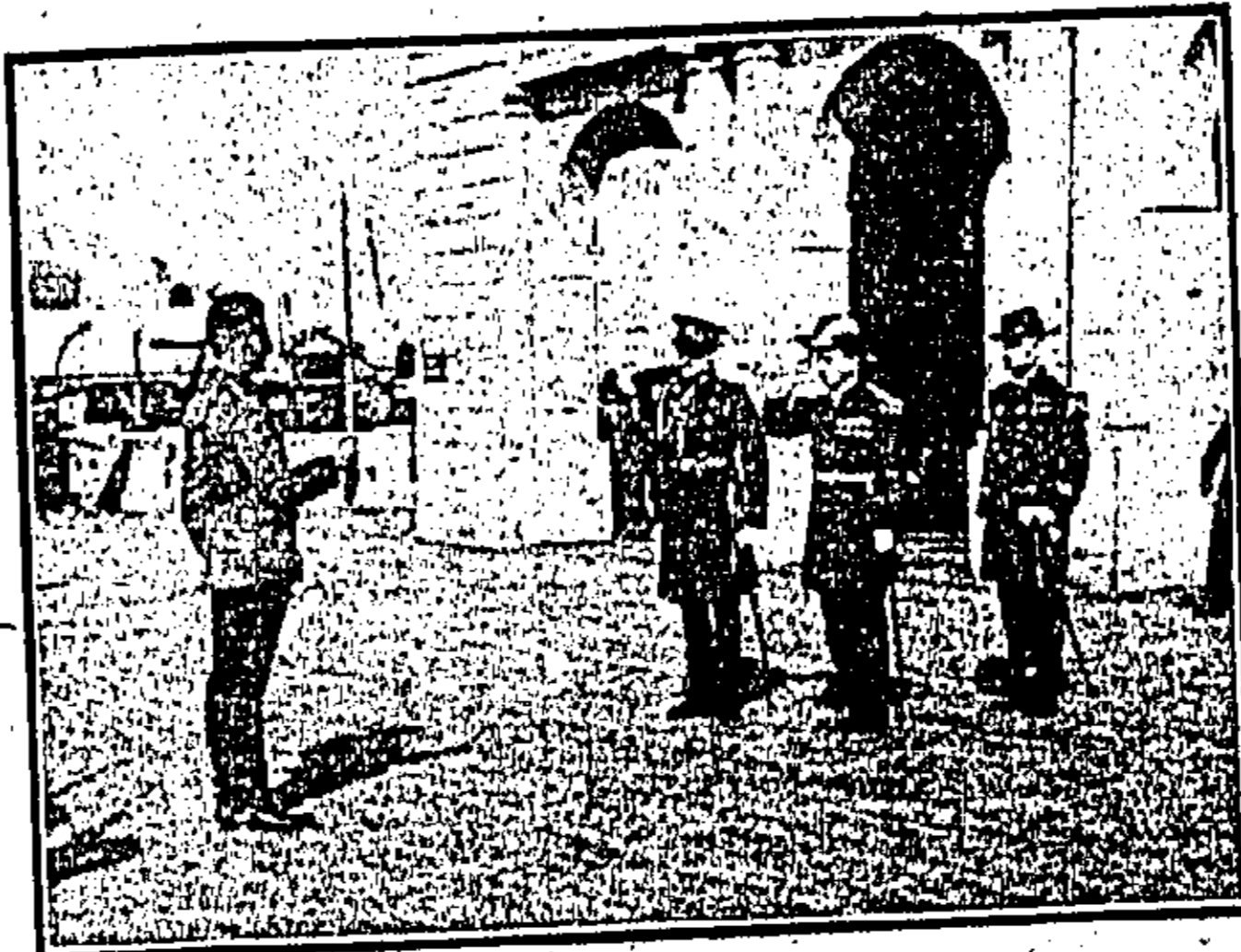
The above photograph was taken on board the motor vessel Vogtland on Thursday in last week, when the Hamburg-Amerika Linie entertained prominent members of the local German community. (Photo: Ming Yuen).



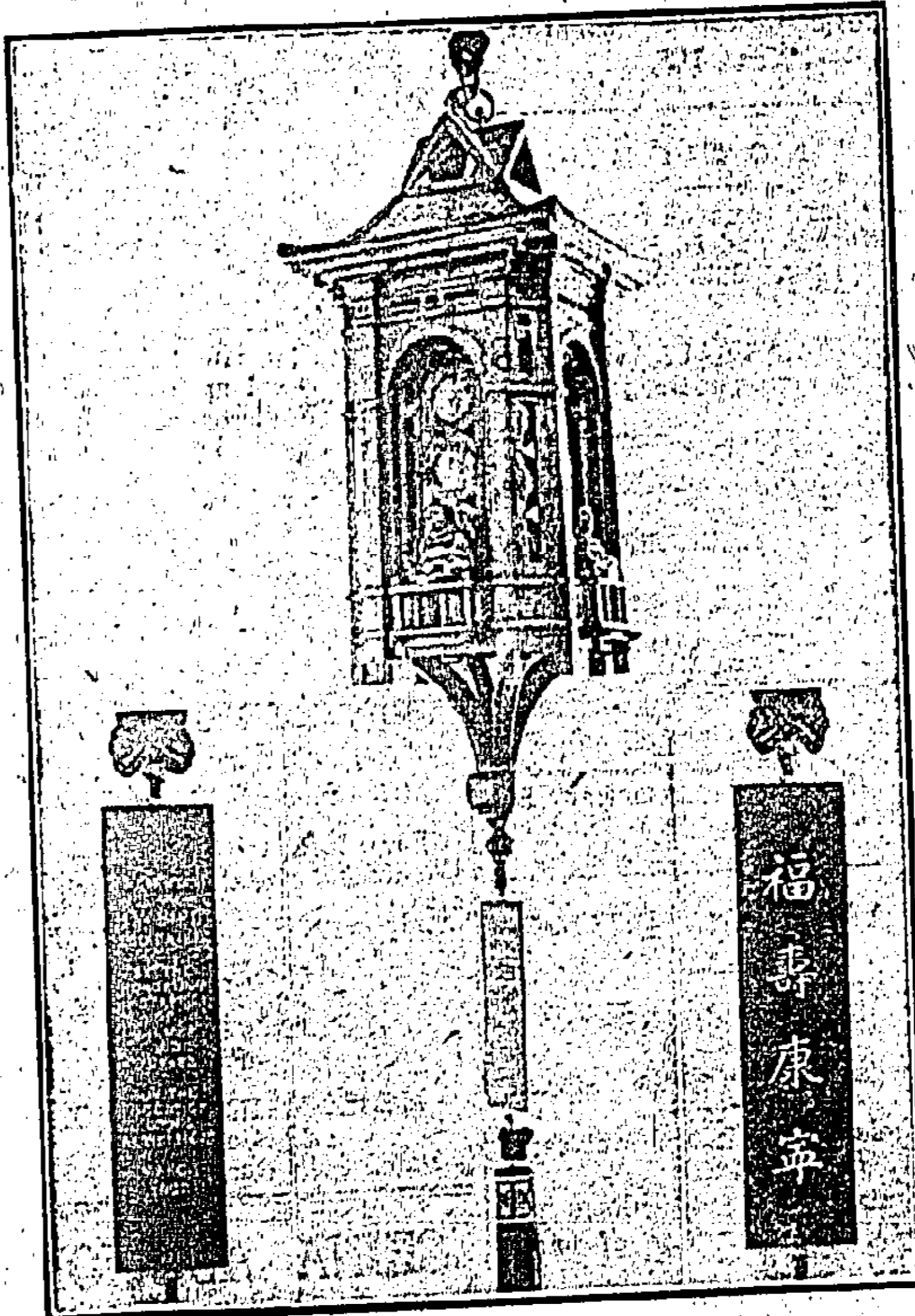
A snapshot of H. E. Governor and Sir Shouson Chow attending the wedding of Miss Kotewall and Mr. Leo Shui-kai. (Photo Ming Yuen).



Rear-Admiral Stolz, the Commander-in-Chief of the French Squadron in Far Eastern waters, paid an official visit to the Colony on Wednesday and was given a guard of honour by the K. O. S. B. Regiment when he landed at Queen's Pier. (Photo: Ming Yuen).



The Taikee Dockyard and Engineering Company are just completing the rebuilding of the s.s. Tjileboot, a completely new fore part, seen in the lower picture, being joined on to the old main portion, seen above. The work of joining is now nearly completed and the vessel will soon be having new trials.



We publish above a photograph of a somewhat unique gift which the staff of Messrs. Palmer and Turner are sending to Mr. H. W. Bird, who recently retired from Hongkong. It takes the form of a hanging brass lamp, designed in the firm's office, and made in Hongkong. The pierced inlayings in the windows are of white jade, and the plaque bearing the inscription is of ebony, with lettering in gold.



The above snapshot shows China Athletic scoring one of their five goals against the R. A. F. on Saturday last. (Photo: Mee Cheung).

SPECIAL OFFER OF

AUSTIN REED

**Summit**

**SHIRTS**

Made of best quality English Print. White grounds with coloured stripes. Cut to the famous Summit standard.

**\$6.50 or 3 for \$18.00**

less 10% discount for cash

**MACKINTOSH**

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building. Des Voeux Road.

**Your XMAS Gramophone**

**BIGGER VOLUME - BETTER TONE**

THE POPULAR—PRICE TABLE GRAND THAT REPRESENTS THE HIGHEST STANDARD OF VALUE AT ITS PRICE.

THE NEW PORTABLE NEVER SUCH A PORTABLE AT SUCH A PRICE.

THE NEW CONSOLE (OR HORIZONTAL GRAND) TYPE, NOW FREQUENTLY PREFERRED FOR ITS CONVENIENCE IN THE HOME.

**ANDERSON MUSIC CO.**

**E. HING & CO.**

SHIPBUILDING MATERIALS, SHIP CHANDLERS  
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1115. Wing Woo Street  
TEL 25 Central

**Christmas Eve**

**OPEN UNTIL  
6 p.m. TO-NIGHT**

**WHITEAWAY, LAIDLAW & CO., LTD.**

## Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in **The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

**25 WORDS FOR \$1.00**  
(\$1.50 if not prepaid)

The following replies are a waiting collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 216, 226, 248, 259, 265, 267, 271, 272, 279, 284, 287, 295, 296

## PREMISES TO LET.

**TO LET.**—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

**TO LET.**—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

**COMMODOUS OFFICES** to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

## MISCELLANEOUS.

**ANNOUNCEMENT.**—Hair Specialists of "Empress of Russia," Miss Pare and Mr. Wicks at Hotel Savoy Beauty Parlour. Look your best for the Holidays. Hours 9 a.m. to 6 p.m.

**COME TO HONGKONG HOTEL.** Beauty Parlour for best Permanent Wave. French method. Marcel and Water Wave, as can be done nowhere else in Hongkong. Trial Solicited.

## FOR SALE.

**FOR SALE.**—ARMY BLANKETS 60" x 80" weight about 4½ lbs., sound, of various shades, reduced from \$3.00 each to \$2.50 special offer to clear. Only few more remaining. Apply to Hughes and Hough Ltd.

## PHOTOGRAPHY AND ART.

**EXHIBITION AND CONTEST.** AT MACAO.

Macao 2nd to 15th January, 1928.

For particulars address:

The Director,  
**PORT WORKS DEPARTMENT,** Macao.

## TO KOWLOON MOTORISTS

MOTOR GARAGE, CHATHAM ROAD, KOWLOON.

## NOW READY

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$30.00 per month.

## Enquiries to

The Secretary,  
**HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.**  
St. George's Building, Hongkong.

Telephone Central 4681.  
(Two lines)

## NEW ADVERTISEMENTS

### STEAMSHIP SERVICE.

#### MACAO TO TIMOR.

The Government of Macao is prepared to accept proposals for the establishment of a steamship service between Macao and Timor. Proposals should reach the undersigned not later than 17th January, 1928. Particulars may be obtained from the Portuguese consulates at Hongkong, Shanghai, Manila, Kobe, Amoy and Saigon, or from the undersigned.

ALMELDA PINHEIRO,  
Harbour Master,  
Macao, 20th December, 1927.

#### A. S. WATSON & CO., LTD.

### NOTICE.

On Saturday, the 24th December, All Departments will be OPEN until 6 p.m.

On Monday, the 26th and Tuesday, the 27th December, all Departments will be CLOSED.

### On these days.

The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m., and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.,  
Hongkong, 23rd Dec., 1927.

### BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, The Exchange Banks will be CLOSED for the Transaction of Public Business on Monday and Tuesday, the 26th and 27th instant. (Christmas Holidays).

Hongkong, 21st Dec., 1927.

### NOTICE.

#### "DOUGLAS STEAMSHIP COMPANY LIMITED.

The Offices of the Douglas Steamship Company have been removed to the New P. and O. Building, (4th floor) from Monday, 19th of December, 1927.

DOUGLAS LAPRAIK & CO.,  
General Managers,  
DOUGLAS STEAMSHIP  
CO., LTD.,  
Hongkong, 17th Dec., 1927.

### NOTICE.

THE KOWLOON MOTOR BUS CO., LTD.

#### "SPECIAL AND FAMILY" MONTHLY TICKETS.

Holders of the above-mentioned tickets are hereby informed that effective January 1st, 1928, such tickets will not be available. SPECIAL tickets are those which have hitherto been sold at less than the charge of \$5.00 each.

By Order  
of the Board of Directors,  
LAM MING FAN,  
Secretary,  
Hongkong, Dec. 20th., 1927.

### WAR DEPARTMENT

#### CONTRACTS.

Sealed tenders will be received at the office of the O.C., R.A.S.C. Victoria Barracks, Hongkong at 12 noon on Tuesday, 3rd January, 1928, for the supply of the under-mentioned commodities for a period of 6 months commencing 1st February, 1928:—  
Hay Dry Local. Bran  
Rice Straw Rock Salt  
Green Grass  
Linsed.

Tender Forms and any necessary information may be had at the above office daily between the hours of 10 a.m. and 1 p.m. except Sunday and Monday 25th and 26th December, 1927.

#### HONGKONG FOOTBALL ASSOCIATION.

### HOLIDAY MATCHES.

Saturday, December 24th.  
Interport Trial.

Probables v. Royal Navy.

Hongkong Club ground, Kick off at 3.45 p.m. sharp.

Monday, December 26th.

Sunday Herald International Charity Cup Competition.

Scotland v. Portugal.

Hongkong Club ground, Kick off at 3.45 p.m. sharp.

Tuesday, December, 27th.

England v. South China.

Hongkong Club ground, Kick off at 3.45 p.m. sharp.

Full Time in all these games.

ALL PAY.

W. E. HOLLANDS,  
Hon. Secretary.

## CHURCH NOTICES.

### Christmas Day.

#### TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, December 25, 1927. Christmas Day. Holy Communion, 7 a.m. Holy Communion, 8 a.m. (Choral.) Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. Copley Moyle. Holy Communion, (12 noon). Evensong and Carols, 6 p.m. Preacher: Rev. W. R. Cannell. Monday St. Stephen. Holy Communion, 7.45 a.m. Tuesday, St. John. Holy Communion, 7.15 a.m. Wednesday, Innocents Day. Holy Communion, 7.45 a.m. Thursday, Holy Communion, 7.45 a.m.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital) Sunday, December 25th, 1927. Morning Service, 10.15 o'clock. Subject: "The Message of the Angel." Afternoon 3 o'clock: Sunday School. Evening Service, 6 o'clock. Subject: "Peace on Earth." Preacher at both services Rev. J.C. Knight Anstey. Sailors' & Soldiers' Home, Arsenal Street. Sunday: 8.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour.

Peak Church, on Christmas Day Holy Communion will be at 8 a.m. in the Peak Church.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Christian Science." Wednesday, Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

### NOTICE.

We have removed our Offices to the New P. and O. Building, (4th floor) from 19th of December, 1927.

DOUGLAS LAPRAIK & CO.  
Hongkong, 17th Dec., 1927.

### HONGKONG JOCKEY CLUB.

#### ANNUAL RACE MEETING.

13th, 14th, 15th and 16th February, 1928.

Draft programmes and entry forms are now ready and may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

### FANLING HUNT

#### STEEPLECHASES.

Saturday, 24th December, at 3.15.

Admission to Public Enclosure \$1.00. Ladies Free.  
Admission to Subscribers Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free, and Two Non-members at \$5.00 each.

Cars parked on the Racecourse \$5.00 each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings.

**SPECIAL TRAINS.** Return Fare 1st Class \$1.50, 2nd Class 90 cents. Leave Kowloon 2.00 p.m. SPECIAL EXPRESS return 5.41 p.m. Which allows plenty of time to prepare for the Xmas Eve Festivities.

### THE KOWLOON HOTEL.

#### SPECIAL DINNER DANCES

will be held on

**X'MAS EVE and NEW YEAR'S EVE.**

\$2.50 per person.

Tables may now be reserved.

Black & White Jazz Band.

## LAMMERT'S AUCTIONS

### PUBLIC AUCTION.

#### PARTICULARS OF SALE

#### OF THE

#### STEAMSHIP "WING PING."

Her dimensions and capacity are as follows:—

Length ..... 155'  
Breadth ..... 24'  
Gross Tonnage ..... 501  
H.P. .... 300

Together with the appurtenances thereto now lying in the Harbour of Canton.

to be sold

By order of the Mortgagees by

### PUBLIC AUCTION.

#### on THURSDAY,

the 29th day of December, 1927,

at 12 Noon:

IN ONE LOT

by

Messrs. LAMMERT BROS.,  
AUCTIONEERS,

At their Sales Rooms, No. 8A, Duddell Street, Hongkong.

For further particulars and conditions of sale please apply to:—

Messrs. JOHNSON STOKES  
AND MASTER,  
Prince's Building,

Vendors' Solicitors, or to  
Messrs. LAMMERT BROS.,  
The Auctioneers,  
Hongkong, 12th Dec., 1927.

### BY ORDER OF THE

### MORTGAGEES.

### PUBLIC AUCTION.

### of

The Valuable Leasehold Property.

Situate at Kowloon in the Colony of Hongkong and registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 1381 together with the messuage erections and buildings thereon known as No. 227 Portland Street (formerly No. 173 Portland Street). Area 791.25 square feet. Proportion of Annual Crown Rent \$9.76.

To be sold

by

Messrs. LAMMERT BROS.,  
Auctioneers  
at their  
Auction Rooms  
No. 8A, Duddell Street, Hongkong,

on

WEDNESDAY, the 11th day of

January, 1928.

at 3 o'clock in the afternoon.

For further Particulars and Conditions of Sale Apply to

Messrs. JOHNSON STOKES  
AND MASTER,  
Mortgagees' Solicitors,  
Prince's Building,  
or to

Messrs. LAMMERT BROS.,  
Auctioneers,  
Dated 24th Dec., 1927.

### CHINA AUCTION

### ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

### THE "STAR" FERRY COMPANY, LIMITED.

#### SCALE OF CHARGES.

Effective 1st January, 1928.

Passengers	1st Class	3rd Class
Per Trip	\$ 0.10	
Per Trip Persons under 16 years of age	0.05	
Non-Commissioned Officers and Men belonging to Army, Navy, Police and Fire Brigade in Uniform	0.05	
special Ferry 1.00 a.m.	0.20	
Islands only are allowed to travel 3rd Class		4 copper cents

Book of 100 tickets—Islands only ..... 6.00  
Monthly Tickets—Single ..... 2.00  
Monthly Tickets—Single (Persons under 16 years of age) ..... 9.00  
Monthly Tickets—Family (8 persons) ..... 12.00  
Monthly Tickets—Family (4/5 persons) ..... Free  
Children under 8 years of age

The following persons will be considered as members of a Family:—Husband, Wife, unmarried Children and Governess, Nurse or Amah, living in the same house.

By Order of the Board of Directors,  
F. H. CRAPPELL,  
Secretary.

Hongkong, 14th December, 1927.

## HUGHES & HOUGH, LIMITED.

### G. B. R.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell,

By

### PUBLIC AUCTION,

### on THURSDAY,

the 29th day of December, 1927, commencing at 9.30 a.m.

(Interval between 12 noon and 2 p.m.)

At Royal Army Ordnance Depot, Queen's Road East, Royal Engineer's Yard, Wellington Barrack, Barrack Stores, Kowloon & Sham-Shui-Po.

The Following Govt. Stores:—

Tentage, Wagons, Carts, Boat Awnings, Oils and Paints, Varnish, assorted Tools, Brass, Copper, Gunmetal, Wrought Iron, Steel, Copper Tubing, Zinc, Blankets, Mosquito Netting, Iron Cylinder and Drums, Cupro-Nickel, 1000 Pickaxes, 750 Showels, Telegraph Poles, Electric Wires and Other Engineer and Ordnance Stores, etc., etc.

Catalogues can be obtained from the Chief Foreman's office, Arsenal Yard, Queen road, East, or from the Auctioneers.

Terms of Sale:—Cash on delivery. All Faults and Errors of Descriptions at Purchasers risk on the Fall of the Hammer.

ALL LOTS TO BE CLEARED WITHIN SEVEN DAYS.

HUGHES AND HOUGH LTD.,  
Auctioneers.

Hongkong, 22th Dec. 1927.

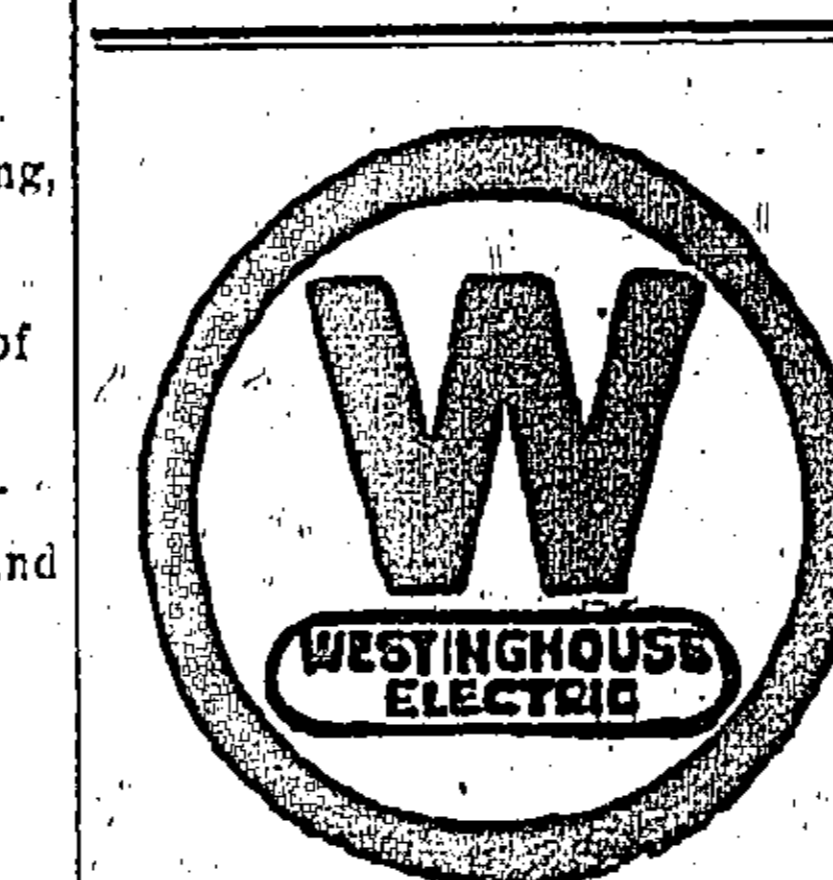
### AS GOOD FOR YOUR WIFE AS

### FOR YOURSELF.

So mild that they act like nature, yet thoroughly efficient in their results, Pinkettes are the ideal laxative remedy to keep handy in the house. When consti-

pated, liverish, bilious or head-achy take a little dose at night and you'll be better in the morning. Of chemists everywhere, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

**Pinkettes**



Relss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs. Tel. C.673.

Mr. Henry M. Hake, assistant in the Department of Prints and Drawings at the British Museum since 1914, has been appointed Director, Keeper, and Secretary of the National Portrait Gallery, in succession to the late Mr. James Milner.

## POST OFFICE NOTICE

### CHRISTMAS HOLIDAYS.

On Monday, the 26th inst., and Tuesday, the 27th instant, the G.P.O. and Branch Post Offices will be open as follows:—  
The G.P.O.—Monday 8 a.m. to 9 a.m. and Tuesday 8 a.m. to noon.  
Kowloon P.O.—Monday 8 a.m. to 9 a.m., and Tuesday 8 a.m. to 11 a.m.  
Wanchai, Sheungwan, Salyingun, Yauwadi and Shamshui Branch.

Post Offices—8 a.m. to 9 a.m. each day.  
There will be one collection from the pillar-boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence each day at 9 a.m.  
The Money Order Office will be entirely closed during the Holidays.

### INWARD MAILS.

From	Per	Date
Calcutta and Straits	Kumsang	December 24.
Europe via Suez (letters and papers)		
London 24th November and parcels		
17th November	Devanha	December 24.
Straits	City of Pekin	December 24.
Shanghai and Swatow	Shantung	December 24.
Canada, U.S.A., Japan and Shanghai	Pres. McKinley	December 25.
Straits	Kamo Maru	December 25.
Shanghai and Amoy	Patroclus	December 25.
Manila	Chinhua	December 25.
Shanghai and Europe via Siberia	President Taft	December 25.
	Patroclus	December 26.

### OUTWARD MAILS.

For	Per	Date
Saigon	Prominent	Sat., Dec. 24, 2.30 p.m.
Amoy	Tjimanook	Sat., Dec. 24, 2.30 p.m.
Shanghai, Japan and Europe via		
Siberia	Devanha	Sat., Dec. 24, 5 p.m.
Amoy	Kumsang	Sat., Dec. 24, 5 p.m.
Straits	Palau	Sat., Dec. 24, 5 p.m.
Pakoi and Haiphong	Limchow	Sat., Dec. 24, 5 p.m.
Swatow, Amoy and Formosa	Kamo Maru	Sun., Dec. 25, 9 a.m.
Bangkok via Swatow	Kaying	Mon., Dec. 25, 3.30 a.m.
Amoy	Shantung	Mon., Dec. 26, Noon.
Manila	Pres. McKinley	Mon., Dec. 26, Noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Patroclus	Tues., Dec. 27, K.P.O.
	Registration	8 a.m.
	Letters	8 a.m.
	G.P.O.	
	Registration	8.15 a.m.
	Letters	8.30 a.m.
	(Due Marseilles	



## A Cheery Christmas To You

Have You Prepared Everything For This Evening's Enjoyment?

We have a wonderful range of:—

### CHRISTMAS TREE DECORATIONS

Streamers, Confetti, Shelf Papers  
Masks and Paper Caps  
Crackers and Fireworks of Various Novel kinds  
Artificial Flowers, Paper Lanterns  
Paper Cups, Dishes, Spoons, Napkins, Doylies

Christmas Puddings, Preserved Fruits, Ham, Bacon, and all good things in tins or bottles for the Christmas table.

PRICES VERY MODERATE

Let's fill your needs at short notice.

**Sincere's**  
THE  
HongKong Emporium

### EIGHT WHEELED BUSES.

#### MOTOR TRANSPORT OF THE FUTURE.

Lord Montagu of Beaulieu, probably the greatest living British authority on motoring, looks forward to the day in the near future when the buses plying on the streets of London and in other cities will run not on four or six wheels, but on eight wheels, and he believes that this enlargement will be to the benefit of the travelling public and the taxpayer.

Lord Montagu was reading a paper at a session of the World Motor Transport Congress in London when the subject down for discussion was the development of the motor vehicle suitable for service on bad roads and for cross-country use.

It had always seemed to him inevitable, said Lord Montagu, that the development of the heavy motor vehicle should follow the line of the development of the railway vehicle.

The object of the railway engineer in increasing the number of wheels of each vehicle was that, while increasing the carrying capacity, he was reducing the weight per axle.

Not so very long ago, he said, the six-wheeled vehicle was thought to be out of the range of possibilities, but now we have several types of six-wheeled vehicles for passenger and freight travelling on our roads.

We know that in London we already have the six-wheel bus carrying 63 passengers, in which the weight per axle is less than the weight on the four-wheel bus, which only carries 54. That is a very welcome development and a sensible one as well.

#### A Story of the Desert.

He related his experiences of travelling from Beirut to Baghdad with a six-wheeled wagon with an engine of comparatively small power, carrying 2½ tons weight.

The wagon drew that weight across the whole distance, sometimes over the sandy desert, generally over very bad ground, with greater ease than did the small touring car in which he (Lord Montagu) was travelling. Moreover, the consumption of the wagon—ten miles per gallon—was slightly lower than the consumption of the small car.

I am in favour of the multi-wheel vehicle, and look forward to the time when most of the buses on the streets of London and elsewhere will be six-wheel vehicles, but I am quite certain that in the not distant future our vehicles will be of the eight-wheel type.

There will be less strain on the road, so that the eight-wheel type will be better from the point of view of the roadmaker and also of the ratepayer.

### SCOTSMAN'S THIRST FOR KNOWLEDGE.

#### WISDOM ON A SKYE BOOK-SHELF.

The story a Scotsman's thirst for knowledge was told in a recent letter to the Times by Mr. William Robinson; Killinallan, 42 Elmwood, Welwyn Gardens, London.

He writes:—

While spending a holiday in Skye this autumn we found rooms over a small village shop. In the sitting-room stood a little home-made bookcase, 3 feet by 2 feet, the work of the father of the family, who had died three years ago at the age of 84.

Born and bred in the village, his schooling over at 14, his thirst for knowledge had urged him throughout his life, during the long years of which he scarcely ever left his native island. He read and studied alone, with no encouragement save from a passing visitor, and the little bookcase told the tale.

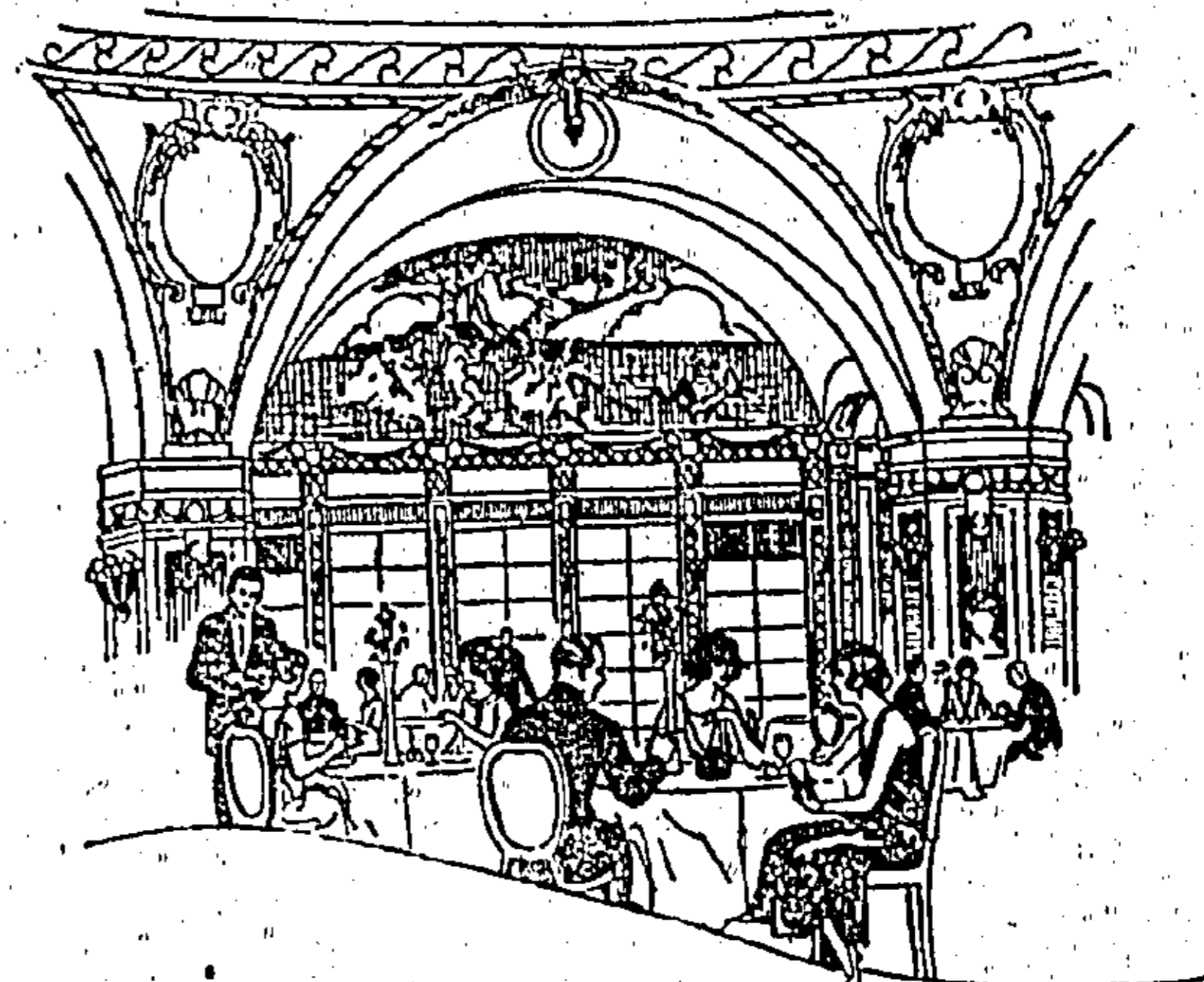
Here are some of the contents:—Hugh Miller, in seven volumes; Spencer's "Study of Sociology"; advanced treatises on physics and dynamics; "The Principles of the Free Church"; Smith's "Solid Geometry"; Huxley's "Science and Hebrew Tradition"; three volumes on the Calculus; text-books of physics and geology; Sir Robert Ball's "Story of the Heavens"; Laing's "Modern Science and Modern Thought"; "The Fourth Dimension," by Manning.

His mind was virile and alert to the last. One of his latest acquisitions, not published till he was over 80, was Bolton's "Introduction to the Theory of Relativity." The village did not think overmuch of him. Quiet and gentle, he thought deeply, but said little.

It was with humility and reverence we said good-bye to the little bookcase. Some such humble scholar may have prompted one of the characters in Sir James Barrie's tales of Scottish life.

Toronto, Ont., Nov. 20.—In the five months of their operation, the Ontario Government liquor stores have paid a net profit of \$4,500,000, almost \$1,000,000 more than had been estimated. The gross revenue for the same period was \$12,000,000, twelve times as much was received last year under the Ontario Temperance Act.

## ARTS & CRAFTS SHANGHAI.



SUBMIT DESIGNS AND ESTIMATES FOR THE FURNISHING and DECORATING

OF

HOTELS, THEATRES, CAFES

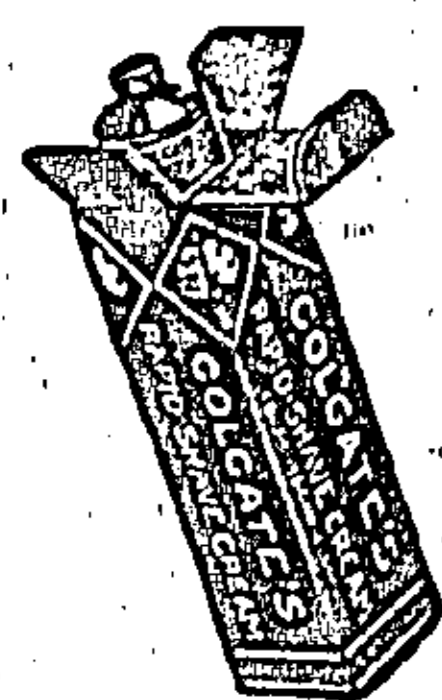
AND OTHER PUBLIC BUILDINGS

**ARTS & CRAFTS, Ltd.**

(Opposite the Racecourse)

SHANGHAI.

## COLGATES IS THE BEST



Insist upon Colgate Specialties

Obtainable at all High-class Stores.



Extract Eclat

Dental Powder

Sole Agents for South China

**HONGKONG TRADING CO., LTD.**

Bank of Canton Building.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela"

## Oil Varnish Stains

IN

Oaks—Walnut  
Mahogany—Satinwood  
Rosewood—Ebony Black

Can be applied by anyone. Always reliable, never sticky. Non-poisonous and Durable.

AGENTS:—

**S. C. LAY & CO.**

Alexandra Building.

Telephone C. 763.

**Wilkinson, Heywood & Clark**  
SHANGHAI. HONGKONG.

### FASHIONS AND MORALS.

#### DRESS PROPAGANDA IN ITALY.

Rome, Nov. 9. The women of Italy, especially leaders of fashion, are being again stirred up to renew the camp against overdressing, or, as some express it, against underdressing. Notices often appear on church doors condemning short skirts, no sleeves, and décolletée dresses as most unsuitable attire in which to attend Mass. In some cases the exact distance in centimetres, from collar bone down to ankle, considered seemly by the ecclesiastic authorities, is given for the guidance of the faithful. For an Italian woman to be unfashionable is unthinkable; according to her purse and station she dresses well and knows the difficult art of putting on her clothes. The problem of being both pious and fashionable was solved by throwing a long-fringed shawl gracefully over bare arms, and throwing it off hastily upon leaving church.

But the troubles of the fashionable are not over. This time the attack is aimed at another vulnerable point, that of patriotism, and a proclamation is issued by "the National Committee for the Correctness of Fashions in Dress," in which society ladies are begged to set a good example by combating "wanton, eccentric, and frivolous modes in dress," and also by encouraging Italian industries, patronising Italian sartorial inspiration instead of that of foreign countries, and buying Italian materials.

Similar campaigns have been started without success in other countries where the "flair" for dressing is less general than in Italy and enthusiasm for fads more frequent. It is unlikely, therefore, that Italian women will prove exceptions to the rule, and that secular persuasion will succeed where religious pressure failed.

## WELCOME ALWAYS



**CAPSTAN CIGARETTES**

## THE IDEAL SERVANT!

EVEN A PASSABLY GOOD SERVANT  
IS HARD TO FIND NOW-A-DAYS.

INSTAL  
**GAS**

IN YOUR HOME  
THE ONE SERVANT YOU CAN RELY  
ON AT ALL TIMES TO GIVE  
THOROUGHLY EFFICIENT SERVICE  
AND SATISFACTION.

HONGKONG & CHINA GAS CO., LTD.



A  
MANILA  
CIGAR  
for

Christmas

at  
*Yours Truly*  
Tobacco Store

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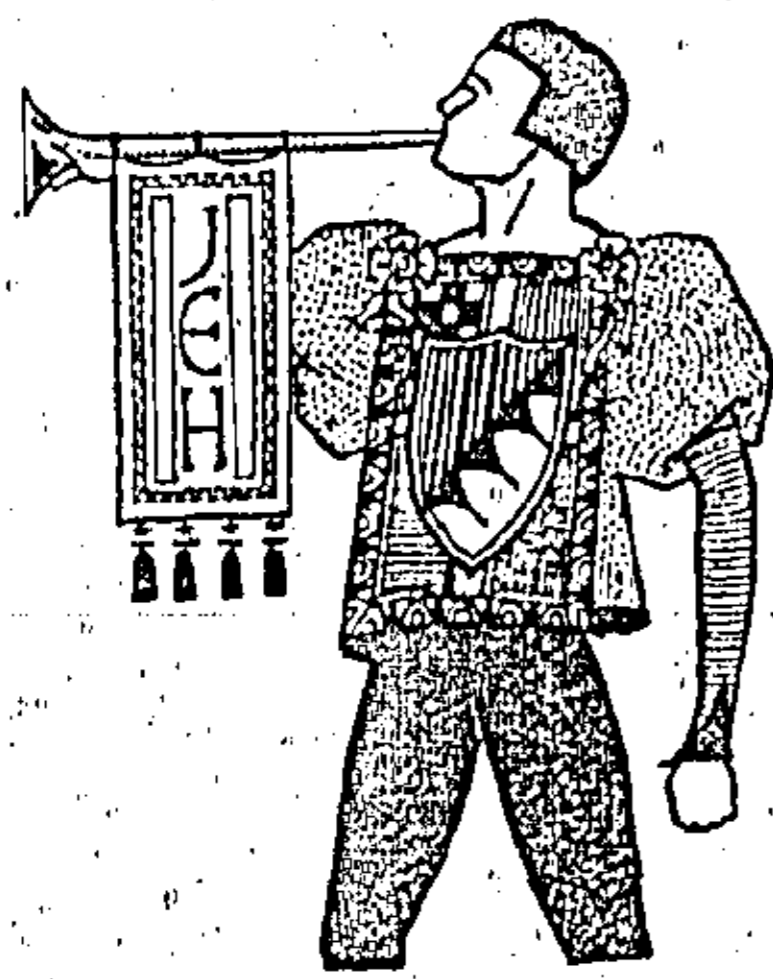
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## FATAL FLAPPER-VOTE FOLLY.

VISCOUNT ROTHERMERE'S  
OPEN LETTER.

TO MR. BALDWIN.

Viscount Rothermere has addressed the following Open Letter to the Prime Minister, Mr. Stanley Baldwin:

Sir.—In your speech to the Conservative Conference at Cardiff last month you did me the honour to address some questions to me from the public platform. You stated that you were led to take this course by my opposition to the measure which the nation has aptly named the "Votes for Flappers" Bill.

I did not seek a personal controversy but this action on your part entitles me to the privilege of an open rejoinder. I make it with the more confidence by reason of what my newspapers did to secure for the Conservative Party its present majority. To this Mr. Winston Churchill recently testified by stating that he "had never been one of those who had underrated the immense service which Lord Rothermere and *The Daily Mail* rendered, at the last election."

Betraying the Electors.

The votes which put the Conservatives in office were given for a specific purpose. They were cast by patriotic men and women in the cause of anti-Socialism and for drastic action against Bolshevik interference from abroad. Yet you now propose to continue your policy of promoting legislation of a Socialist character by using your majority to give votes to "flappers."

Now, I ask with all respect, can it be reconciled with the principles of democracy to force into law a measure like "Votes for Flappers," which was not even mentioned at the General Election?

The measure which you seek to impose upon the nation would expand still further our already too extensive electorate of 22½ millions by the addition of 5,000,000 or 6,000,000 women down to the age of 21. Its most important effect will be to transfer political power in Britain for all time from the male to the female sex.

This is a revolution. You are setting the precedent of entirely altering the basis of the Government of this country without any reference to the electorate. Subsequent Socialist Governments will not be slow to use this precedent for equally revolutionary measures.

Doubting Ministers.

Your excuse for such a course is that at some time or other you gave a personal pledge that you would extend the franchise to "flappers." In order to satisfy this supposed private obligation you are prepared to upset the whole balance of Conservative power in the country, which has not yet recovered from the disturbing influence of earlier additions to the franchise.

Your Cabinet by no means unanimously supports you. In this matter. During the present month two prominent members of it have plainly indicated their desire to dissociate themselves from the rash Votes for Flappers project. On November 4 Sir Douglas Hogg, the Attorney-General, described it as "an immense experiment," and foresaw that "the State would be in grave danger" if the new franchise were exercised in a selfish spirit.

The Chancellor of the Exchequer, Mr. Winston Churchill, in a speech on November 10, gave even fuller expression to his misgivings. "I have never concealed," he said, "that I should personally have been glad if this matter could have been put off until a later period in our political development. I was not aware at the last election of the pledges given or the interpretations put upon them."

Even Mr. Bridgeman, the First Lord of the Admiralty, who has great influence with a large section of the order members of the Conservative Party, has allowed his hesitation to become manifest. "If the Prime Minister thinks he gave the pledge," he said at Oswestry a month ago, "it is a duty to see it carried out, even if there is some little risk in it."

Where is the Pledge?

In your plan of giving the vote to "flappers," who have never asked for it, and, in the opinion of all good judges, have not the political knowledge and experience to enable them to use it in the best interests of the country, you have the support of only one Minister, the Home Secretary, Sir William Joynson-Hicks. There is the same complete silence about Votes for Flappers in the election address he circulated to his constituents at Twickenham as prevails throughout the 2,000 words of your own manifesto to the electorate of the whole country.

I possess abundant means for ascertaining the political tenden-

cies prevailing among the Conservative rank and file, and I emphatically assure you that predominant among them is a very strong feeling against votes for "flappers." If this reckless extension of the franchise is forced upon the party a very large section of it will regard such misuse of your present majority as anything but honest, and will signalise their displeasure by wholesale abstentions and defections at the next General Election. Even at the Cardiff Conference, where of all places you might have expected to find full approval, Mr. Leo Maxse, a sturdy supporter of yourself, records in the *National Review* that "there was relatively little enthusiasm over this proceeding (the question of Votes for Flappers) and many delegates regarded the decision with misgivings."

In any case the nation alone could give you authority for such a scheme and it is impossible for you to shelter yourself behind the resolution of a party conference, where nearly all of the delegates were the guests of the Central Conservative Association. Yet according to Mr. Maxse, who was himself present at Cardiff, even the voting at the conference was only dubiously favourable to votes for "flappers." "A substantial body of delegates admittedly voted 'aye,'" he says, "but a still larger number abstained, and those who held up their hands against the motion to enfranchise women of 21 were apparently invisible from the platform, though there were not a few of them in the body of the hall."

Undigested Additions.

The most clear-sighted of your followers realise that persistence with the measure will simply mean the annihilation of the Conservative Party at the next election. The last huge addition to the electorate in 1918 added thirteen millions to the register which have not yet been assimilated. Why should a Conservative Government of all people fling into the crucible another great mass of 5½ million voters whose knowledge of public and political affairs is in the great majority of cases notoriously insufficient?

The belief is apparently cherished in the Conservative organisation that gratitude alone will lead the new voters to support the Conservative Party if it gives them the franchise. There could be no greater illusion. Unlike the other women voters already on the register, something approximately 5,000,000 of the women it is now proposed to enfranchise are industrial workers, nearly all of whom are subject to the disciplined organisation of politically active trade unions. At least three out of four of these women voters would be swayed by the class influence surrounding them and would vote for the Socialists.

The studied silence of the Socialist Party on this question should be a warning to you. They realise to the full how well you are working for their cause by promoting this increase of the electorate.

The Path to Destruction.

When we know what urgent matters are awaiting legislative attention—such as the state of agriculture, national economy, and the condition of our great export trades—I repeat that the passing of a measure to give votes to "flappers" is an act of unpardonable levity.

As it is, the prospects of the Conservative Party at the next election are sufficiently grim, but if you persist in forcing through this project, I predict with all certitude that at 2 a.m. on the night of the General Election the Conservative leaders will be peering into the abyss in which their party has disappeared.

It may be that a Socialist Government sooner or later is inevitable. Why take a step which will infallibly hasten its arrival? What other Conservative administration would have thought, at so grave a time, of undertaking this reckless expansion of the electorate?

All that I am concerned with is to delay, if possible, the return of the Socialists to power until they are more fit to exercise it. Nothing else matters, and to accomplish that purpose I will support any party, Conservative or Liberal, which in my opinion has the best chance of defeating Socialism.

In all sincerity for the welfare of our country I ask you: When and where was the pledge to enfranchise young women given? How is it that neither the public nor even responsible members of your own Cabinet had ever heard of its existence until the other day?

I say deliberately that no such pledge exists in any binding form. Why, then, embark on this "immense experiment," as the Attorney-General terms it? Why lead your party in a Gadarene plunge to destruction? Why throw Britain on the gaming-table?

I am, Sir,

Your obedient servant,  
ROTHERMERE.

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In tune with the Most Exacting  
Conception of Beauty

The first thing that ought to be said about a Sheaffer Lifetime pen is that it is beautiful. It is strikingly beautiful in appearance. It is outstandingly beautiful in performance. Its beauty is more than surface-deep. The jewel-like Radite of its sturdy barrel is but one of the fine factors that go to make it an always dependable writing instrument. It is practically indestructible and guaranteed to last for a lifetime.

"Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Strip—successor to ink—makes all pens write better.

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## CHRISTMAS & NEW YEAR ANNOUNCEMENTS. HONG KONG HOTEL.

SATURDAY, 24th December, 1927. — RT SMITH AND GREATER MUSIC—CHRISTMAS EVE CARNIVAL.  
MONDAY, 26th December, 1927. SPECIAL DINNER DANCE.  
SATURDAY, 31st December, 1927. SPECIAL DINNER DANCE.

## REPULSE BAY HOTEL.

MONDAY, 26th December, 1927.

SATURDAY, 31st December, 1927.

ART SMITH  
and  
GREATER  
MUSIC

BOXING NIGHT CARNIVAL

NEW YEAR'S EVE CARNIVAL.

MOTOR COACHES FROM REPULSE BAY HOTEL

LATE PEAK TRAM CARS

To Hongkong Hotel 1.15 a.m.

To Peak Hotel 1.15 a.m.

Fancy or Evening Dress.

24th December, 1927—1.30 a.m.

26th December, 1927—1.30 a.m.

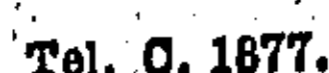
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DINNER \$4.00 per head.

Tables for the above may now be reserved.

THE HONG KONG & SHANGHAI HOTELS, LTD.

' Phone C 1030.



**Special Comedy Programme.**  
**Price of Admission 20 cents for Children.**



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## COD LIVER OIL

gives valuable support to the patient's natural power  
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liver oil specially selected for its vitamin content. Its  
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THE HONG KONG DISPENSARY

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The December

## VICTOR RECORDS

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## JAEGER (Pure Wool) DRESSING GOWNS



THE AMOUNT OF MENTAL AGONY HUMANITY  
ENDURES TRYING TO GET OUT OF WARM  
BEDS ON COLD MORNINGS IS A FEARFUL FEATURE  
OF MODERN CIVILISATION.

THE SUGGESTION THAT MANKIND SHOULD ONLY  
ARISE ON ALTERNATIVE DAYS IN WINTER IS  
ATTRACTIVE. BUT THE LANE, CRAWFORD SUG-  
GESTION OF A COSY JAEGER DRESSING-GOWN IS  
MORE PRACTICAL.

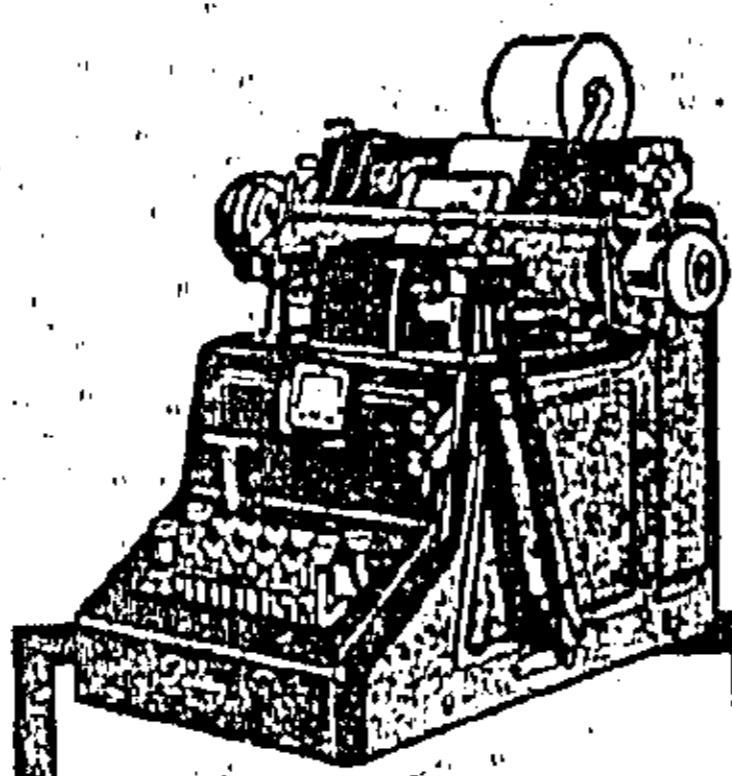
JAEGER FANCY OR CAMEL COLOURED SLIPPERS.

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MEN'S WEAR STYLISTS.

Ground Floor.

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The standardized ten  
key New Dalton Super  
Model is so simple, so  
easily operated, so dur-  
able and speedy, that  
it will immediately re-  
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Call, write or Phone  
C. 1186. Demonstration  
or full particulars  
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**MUSTARD & CO.,  
LTD.**

(Incorporated under Com-  
panies Ordinances Hong-  
Kong.)

Alexandra Buildings,  
Des Vaux Road Central.



The  
**Hongkong Telegraph.**

SATURDAY, DEC. 24 1927.

## CHRISTMAS.

On the eve of Christmas, it  
would scarcely be fitting were we  
to attempt in this column to divert  
the minds of our readers to sub-  
jects other than those associated  
with the festive season. Although  
far from the Homeland, where the  
annual reunion of parted mem-  
bers of the family is in itself a  
separate and very distinct feature  
of Yuletide, the majority of us  
in Hongkong usually manage to  
keep Christmas blithely and merri-  
ly enough. For a while, all sorts  
and conditions men lay aside  
their burdens and the business of  
their lives to join in the general  
merry-making, for which ample  
provision of a private and public  
character is made. The his-  
tories of most of us are bound up  
with happy memories of past  
Christmas Days when we were  
young—the happy homecoming  
from school, the skating in the  
frosty mornings, the children's  
parties, the holly and the mistletoe,  
the presents to and from almost  
everybody, the round of jolly  
dances. What man or woman can  
forget those merry days of the  
Yuletide season? In lands far  
from the Old Country, under many  
skies, the past is sweetly remem-  
bered, softly spoken of, and lived  
over again. And to-day, thanks  
to the cables and wireless  
messages of goodwill fly round the  
earth. The holiday, of course,  
is given over by many to enjoy-  
ment after their different con-  
ceptions. The Christmas dinner,  
that essentially British institution,  
cannot be forgotten, and the spirit  
of jollity which prevails around  
the festive board is thoroughly in  
accord with immemorial custom.

Happiness is the keynote of  
Yuletide, and it has been well  
said that this comes only out of  
the giving of the best that is in  
us—one might say the giving of  
ourselves for the happiness of all.  
The children are especially remem-  
bered at this season of the year,  
and, as was the case when most of  
us were young, there will be much  
joy and excitement to-morrow  
morning when the little ones ex-  
amine their stockings to see what  
Santa Claus has brought them.  
Above all else, Christmas has its  
religious significance and the sea-  
son is, fortunately, still revered  
for its associations in this regard.  
In adherence to the character of  
this great Christian festival, apart  
from the fact that this year it

falls on Sunday, no organised sport  
is being held, although there will  
be many who will spend the day  
out in the glorious fresh air.

In a quiet but effective way,  
various organisations in this  
Colony will be doing something to  
bring good cheer and happiness to  
many who normally lead lives  
that are dull and drab, and, if we  
have any regret in this regard  
it is that we do not follow  
Shanghai's example and make a  
really big effort to cater to the  
enjoyment of the numerous  
ricksha coolies in our midst. Per-  
haps before another Christmas  
season comes round, something  
will be done in that direction.  
Meanwhile, in the hope that our  
wish will be fulfilled, we trust that  
our readers will, one and all, spend  
a thoroughly joyous and merry  
Christmas tide.

## Dog Racing and Betting.

Public opinion at Home has ap-  
parently forced the Government  
to take action in the matter of  
greyhound racing and the orgy of  
betting which has accompanied its  
extension. Some few months ago  
we commented in this column on  
the fact that many of the respon-  
sible newspapers of the Old Coun-  
try were sincerely deploring the  
tremendous increase in betting  
which dog racing had brought  
about, and we were not surprised  
to learn that a deputation repre-  
senting the three political parties  
in the House of Commons has wait-  
ed on Sir William Joynson-Hicks  
(the Home Secretary) to call his  
attention to the growth of betting,  
particularly among youths. An  
undertaking was given that the  
Cabinet would consider the whole  
question, though there was, of  
course, the usual reservation that  
the Government would have to be  
fully satisfied as to the evils of the  
"sport" before interfering. He  
indicated that if legislation were  
necessary to protect minors then  
a new Bill would be introduced  
next year. Consequent upon this  
promise of enquiry and threat of  
action, "Reuter" informs us that  
there was a "heavy slump" on the  
Stock Exchange in the shares of  
greyhound racecourse companies  
yesterday—a plain indication that  
the majority of people are con-  
vinced that action will be taken.  
We fail to see where there can be  
anything in the nature of healthy  
sport in watching dogs chase a  
mechanical hare around an enclosed  
course, the principal excitement  
from which comes because of the  
betting money at stake. There is  
no particular harm in greyhound  
racing provided it is shorn of its  
most objectionable feature—the  
widespread betting which accom-  
panies it. As Sir William said,  
the matter is one which would  
have to be considered by any  
Government in the moral and  
material interests of the community  
generally.

## CORRESPONDENCE.

### CHRISTIAN SCIENCE.

[To the Editor, Hongkong  
Telegraph.]

Sir,—With reference to "Cera-  
mic's" letter, published in your  
issue of the 20th, if any of your  
readers desire information con-  
cerning the activity of Christian  
Scientists during the Great War,  
I would refer them to a book en-  
titled "Christian Science War  
Time Activities" which can be  
read or obtained at the Christian  
Science Reading Room on Mac-  
donnell Road. It is published by  
The Christian Science Publish-  
ing Society in Boston, Massachu-  
setts.

I do not propose to enter into a  
discussion about hospitals, nor  
express any opinion as to what  
hospital authorities should or  
should not do.

"Ceramic" began his letter by  
quoting from the Christian  
Science text book "Science and  
Health with Key to the Scrip-  
tures," by Mary Baker Eddy, and  
later refers to "infidel doctors."  
It might be thought from this  
that his words "infidel doctors"  
are a reflection of some expression  
found in Mrs. Eddy's writings.  
That, however, is certainly not the  
case. Christian Scientists have  
great respect for medical prac-  
titioners and Mrs. Eddy writes on  
page 104 of Science and Health:  
"It is just to say that generally  
the cultured class of medical  
practitioners are grand men and  
women."—Yours, etc.,

D.G.M. BERNARD.  
Committee on Publication,  
First Church of Christ,  
Scientist.

Hongkong, Dec. 23rd, 1927.

## DAY BY DAY.

TRUE GLORY TAKES ROOT AND EVEN  
SPREADS; ALL FALSE PRETENCES,  
LIKE FLOWERS, FALL TO THE GROUND;  
NOR CAN ANY COUNTERFEIT LAST  
LONG.—Cicero.

The next issue of the Hongkong  
Telegraph will be on Tuesday.

There was a clean bill of health  
in the Colony yesterday.

The Shanghai Christmas Fund  
for Rickshamen totalled \$5,070 on  
the 20th instant.

The Christmas Fund for Manila  
traffic policemen totalled pesos  
2,915 on the 20th instant.

His Excellency the Governor has  
appointed Dr. Frederick Thomp-  
son to be a Member of the Dental  
Board.

The late Mr. Charles Edward  
Holworthy, of Cannonplace, Hamp-  
stead, late Commissioner, Chinese  
Imperial Customs Service, left  
£25,303 net personalty £23,382.

A Chinese was sent to the Gov-  
ernment Civil Hospital yesterday  
suffering from injuries to his toes,  
caused by being knocked down in  
Caine Road by motor car No. 1403.

The members of St. Andrew's  
Church choir have been touring  
Kowloon during the past few  
nights singing carols. Their  
efforts have been much appreciated.

A Chinese boy residing at No.  
22, Po Tak Street was sent to the  
Government Civil Hospital yester-  
day, suffering from injuries to his  
face caused by falling on a bowl of  
rice.

Tenders are being invited for  
the construction of a steam launch  
for the Hongkong Police Depart-  
ment. The length over all is to be  
100 feet, the breadth 21 feet and  
the depth 10 feet.

His Excellency the Governor has  
approved the appointment and  
promotion of Lieutenant Fraser  
Syme Thomson to the rank of  
Captain in the Hongkong Volun-  
teer Defence Corps.

His Excellency the Governor  
has appointed the Secretary for  
Chinese Affairs as Registrar of  
Newspapers and the Registrar of  
Supreme Court as Deputy Re-  
gistrar of Newspapers.

It is notified that, at the expli-  
cation of three months, the Yik Wing  
Steamship Company, Limited will,  
unless cause is shown to the  
contrary, be struck off the register  
and the company will be dissolved.

At Lane, Crawford's Restaurant  
on Monday night (Boxing Night)  
the special dinner dance will be  
continued until 1 a.m. The full  
Queen's Theatre orchestra (by  
courtesy of Prof. Grovini) will  
provide the dance music.

The Observatory returns for  
November show that the average  
mean temperature for the month  
was 71, the highest recorded be-  
ing 82.4 and the lowest 61.3.  
There were 231.4 hours of sun-  
shine and 1.23-inch of rain, whilst  
the average humidity was 64.

It is advertised that Messrs. A. S.  
Watson & Co., Ltd. will be open  
until 6 p.m. to-day, the 24th inst.  
On Monday 26th and Tuesday 27th  
all departments will be closed.  
The Hongkong Dispensary, Dispens-  
ing Department, will be open for  
dispensing prescriptions from 10  
a.m. to 1 p.m. and from 6 p.m. to  
7.30 p.m. on Monday 26th and  
Tuesday 27th.

The Offices of the Supreme  
Court is to be open daily from 10  
a.m. to 1 p.m. during the Christ-  
mas Vacation, except on Public  
and General Holidays, when the  
offices will be entirely closed, and  
on Saturday, when they will be  
open from 10 a.m. to noon. The  
Christmas Vacation commenced  
to-day and terminates on January  
1st, 1928, (both days inclusive).

## EXCHANGE RATES.

	London, Dec. 23.
Paris	124
Brussels	34.90
Amsterdam	12.07 1/2
Berlin	20.43
Copenhagen	19.20
Vienna	34.52 1/2
Helsingfors	19.33
Lisbon	27.10
Bucharest	790
Buenos Aires	47 1/2
Shanghai	2/7
Yokohama	1/10.23/32
New York	4.88 11/32
Geneva	20.25
Milan	92 1/2
Stockholm	18.07
Oslo	19.20
Prague	16.4
Madrid	20.10 1/2
Athens	306 1/2
Rio	5.15/32
Bombay	1/6.1/10
Hongkong	2/0 1/4
Silver (spot)	26 1/2
Silver (forward)	26 1/2

—British Wireless.

## CHRISTMAS TREE & MISTLETOE.

Glimpses Into the Past.

For children the crowning joy  
of Christmas is the Christmas tree.  
At the first glimpse of slender  
stem and gay many-coloured  
candles, they clap their hands and  
dance with sheer delight and  
rapturous expectation. Even  
those who have lost the capacity  
for great joy in little things share  
in this joy, for have they not been  
the means of turning a simple fir  
into the tree of delight—a tree  
that blossoms into glory, like St.  
Joseph's famous thorn, at the  
Christmas season?

Who first had the happy inspira-  
tion to load its branches with such  
rich and wonderful fruit nobody  
can tell. In ages past it was  
merely hung with little rushlight  
of candles, sometimes also with  
ornaments imitating or at least  
suggesting flowers and fruit, play-  
ing its parts most likely in the  
fanciful pageantry of medieval  
times. Legend says the fir was  
chosen as the tree of Christmas  
because of a miraculous happen-  
ing in the early days of Christi-  
anity. St. Winifrid, a great mis-  
sionary, had gathered a crowd of  
men and women round one of  
the sacred oaks of their pagan  
worship. Telling them of the new  
faith he had come to preach, he  
began to hew down the tree that  
stood as symbol of the old, to  
prove to them that no divinity pro-  
tected it and no vengeance fell on  
its destroyer, as no doubt they  
half-faithfully expected it would.  
Suddenly, says the ancient legend,  
as the splinters flew and the gasp  
deepened under his blows, a  
whirlwind arose and lifted the oak  
straight out from the soil. With  
mighty groanings its great trunk  
split asunder and fell apart, and  
there was seen just behind it,  
standing slim and unharmed, a  
young fir-tree, pointing a green  
spire towards the skies above. At  
once St. Winifrid made that his  
text. This little tree, he said,  
shall be the symbol of your new  
faith, in place of the giant oak of  
the woods. It is the tree of peace,  
for your dwellings are built of  
its wood. It is the emblem of  
eternal life which the Christ-child  
won for you; for its leaves are  
evergreen and it points always  
upwards to the heavens.

The Christmas tree as we know  
it now, the tree of lights and gifts  
that brings joy into young and  
happy faces at Christmas tide,  
seems to have had its origin in  
Germany. Apparently it was  
little known in this country until  
about a century ago, when it is  
said, the German wife of the  
Prince Regent introduced it into  
the Royal household. Each  
Christmas the custom was kept up,  
the tree being laden with gifts for  
child-visitors, as in the Princess's  
early home. But it was Queen  
Victoria and Prince Albert who  
did most to popularize the Christ-  
mas tree here, the fashion set in  
the Royal nursery and palace  
spreading to many other homes in  
the land. To-day it seems to be  
growing in favour while many  
Christmas rites are waning. The  
familiar tree, its extended arms  
hung with bright-coloured balls  
and candles and gay crackers, and  
wreathed about with shining  
tinsel, may be seen set in cottage  
windows to be prepared for within.  
In wealthier homes and hotels where  
Christmas parties gather it  
becomes a thing of up-to-date  
glory, the many little coloured  
bulbs playing hide-and-seek

among its branches and valuable  
"fruit," and the great star on its  
summit flashing out at the mere  
touch of a button. But perhaps  
the Christmas tree itself loves best  
to bring joy and happiness to the  
poor waifs gathered together by  
kindly friends of little children in  
some room in a city slum or  
"ragged school," or to those who  
must spend their Christmas in  
hospital or orphanage. Nowhere  
surely is the Christmas spirit  
more truly shown than in these  
festive celebrations inspired by a  
love for little children, for whose  
sake one may wish that the  
Christmas tree shall live for ever.

When Christmas approaches  
mistletoe is sought with a keenness  
second only, if indeed it is second,  
to that shown in the search for its  
rival, the beautiful red-berried  
holly. Without these the Christ-  
mas decorations, in the home at  
any rate, are very incomplete,  
though mistletoe was at one time  
forbidden a place in church.  
Remembering its close associa-  
tion, with the pagan worship  
of the old Druids, one might  
be tempted to think this the  
reason for its exclusion  
from Christian churches. Not so,  
however. If a certain authority  
is to be believed, associations of  
a very different sort were respon-  
sible, the plant being banned as  
tending "to set the young ladies  
and gentlemen a-reading of the  
Marriage Service."

Why mistletoe should have  
become the "kissing bush" is  
something of a mystery. A wealth  
of legend clusters about this  
oddly distinctive little plant, but  
nothing that seems to account  
quite certainly, even as legend,  
for the particular freedom it con-  
fers. Its traditional associations  
are indeed tragic rather than  
sentimental or romantic. Long,  
long ago, according to a Norse  
myth, Balder the Beloved, God of  
Light, hated by a jealous rival,  
was slain by an arrow of mis-  
tletoe wood. Because he did not  
possess the gift of immortality  
his goddess mother Freya had  
thought to safeguard him by mak-  
ing all created things swear never  
to do him harm. But she forgot  
to take the oath of the insignifi-  
cant little mistletoe plant, which  
hence could be turned against  
him. From this association with  
the gods it came to be regarded  
as holy, so perhaps another legend  
that Freya finally instituted  
beneath it the kiss of peace is not  
as unreasonable as might seem at  
first, and they may account for  
its distinctive attraction at Christ-  
mas time. Against this must be  
set the legend that mistletoe was  
a real tree before it brought tragic  
sorrow to the goddess, and that  
she reduced it to a mere parasite  
as punishment and in token of its  
eternal disgrace.

For the Druids mistletoe was  
certainly a holy plant. Cut with  
great ceremony from the sacred  
oak with a golden sickle, it was  
distributed among worshippers  
and hung outside their doors to  
keep away evil spirits and give  
shelter to good ones. Ancient  
Norse warriors used to call their  
swords mistletoe, in memory of  
the dart which carried death to  
Balder, but the Druids called the  
plant by a name meaning all-heal,  
and victims of poison, fever, bites  
and stings of "vermin" rushed to  
it for aid.

B.L.A.

## LOCAL CINEMAS.

### WHAT TO SEE DURING THE HOLIDAYS.

Several notable pictures are in-  
cluded in the holiday programmes  
of the local cinemas.

"The Chinese Parrot" showing  
at the Queen's today is interest-  
ing alike for the entertaining nature  
of the story and the really remark-  
able camera effects. The principal  
players are Marion Nixon, Hobart  
Boothby and K. Sojin.  
The chief picture at the World  
Theatre is the magnificent Italian  
production of Lytton's story, "The  
Last Days of Pompeii," a picture  
which cost £100,000 to make and  
employed 45,000 people. The at-  
traction at the Star Theatre is  
"Wandering Husbands," a domestic  
drama with an unusual climax.  
These three pictures are all being  
screened for the last times to day.

Christmas Day.  
To-morrow sees a new set of  
pictures. The chief of these is  
Harold Lloyd's big new comedy  
hit, "The Kid Brother," presents  
an amusing story, the climax to  
which is the most thrilling fight  
in which Harold Lloyd has yet ap-  
peared.

The new picture at the World  
Theatre for Sunday and Monday  
will be "The Palm Beach Girl," a  
comedy with Bebe Daniels as the

heroine of a series of amusing and  
thrilling incidents in a speed boat.

The Star Theatre to-morrow  
presents two distinct programmes,  
one of which is for the children.  
The picture at the usual per-  
formances is the German produc-  
tion, I. N. B. I., which depicts the  
Life of Christ in reverent manner.

The children's programme, which  
comprises "Hoot" Gibson's "The  
Texas Streak" and comedy pictures,  
begins at 2.30 on Sunday and Mon-  
day with admission twenty cents  
for each child.

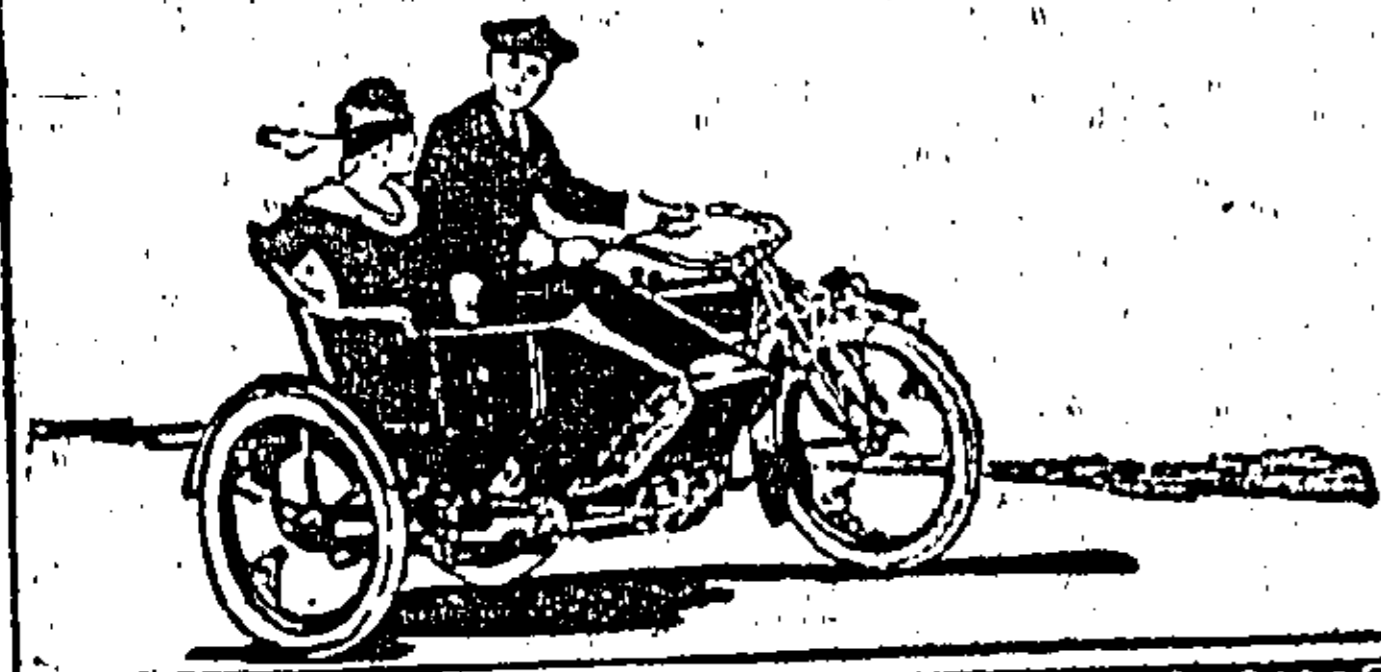
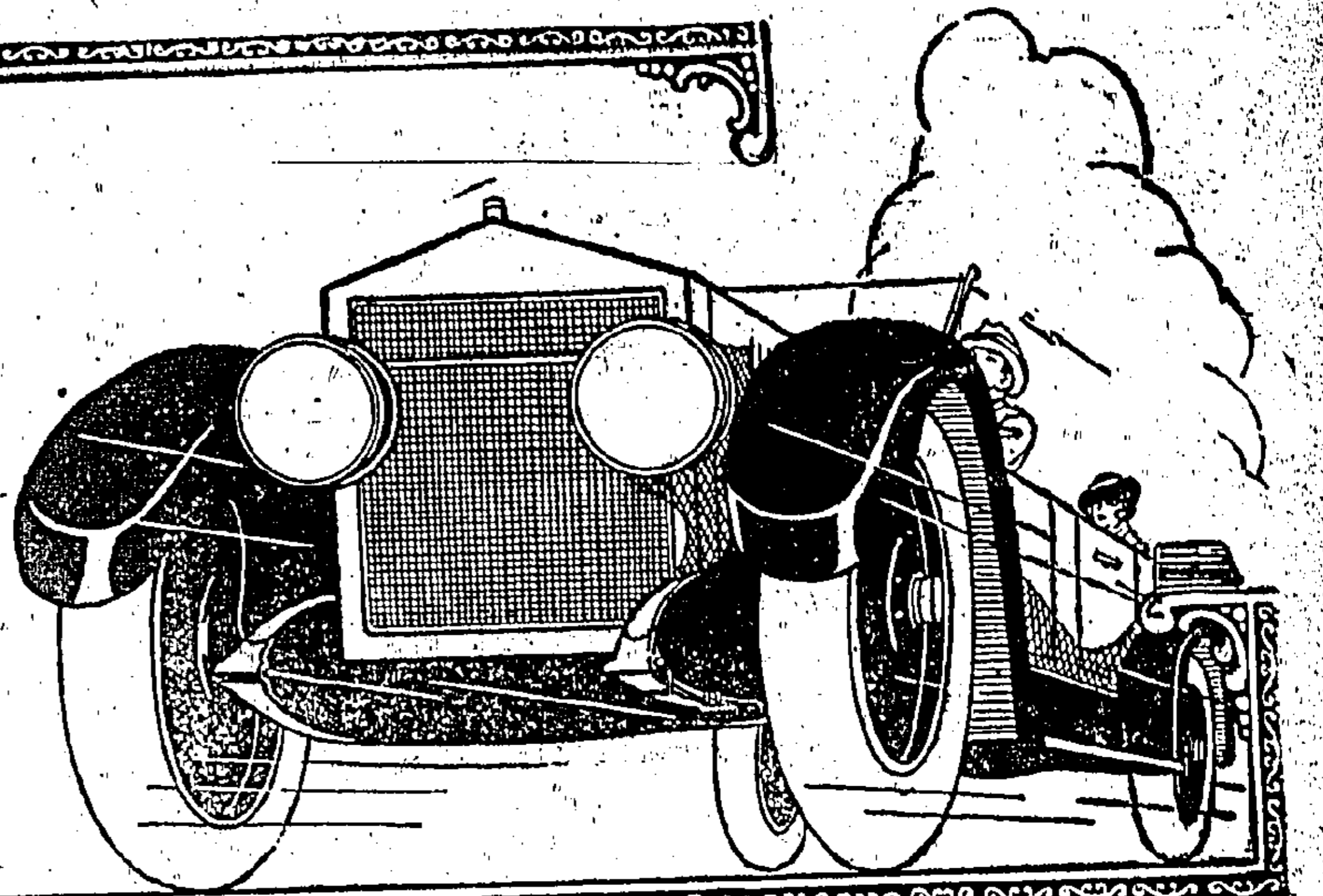
On Tuesday, both the World  
Theatre and the Star Theatre will  
present new pictures, the former,  
"Tin Hats," a comedy, and the  
latter, "The Lucky Lady," a Monte  
Carlo comedy drama.

"The Kid Brother" will be fol-  
lowed at the Queen's Theatre on  
Thursday by Tolstoy's great  
romantic drama, "Resurrection,"  
in which Dolores del Rio plays the  
leading role.

Thursday sees two more new  
pictures at the World Theatre and  
the Star Theatre respectively,  
"Aloma of the South Seas," with  
Gilda Gray, and Rex Beach's  
drama, "Padlocked," with Lois  
Moran, Louise Dresser, and Noah  
Beery.  
"Resurrection" "Aloma of the  
South Seas," and "Padlocked"  
will all be screened until Saturday,  
being replaced on Sunday by a new  
set of pictures, of which the one  
for the Queen's, "Begu Geste," is  
world famous.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 24th DECEMBER, 1927.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### Pedder Street Parking.

The problem of parking in Pedder Street becomes more acute every day, and a tightening up of regulations (if there are any) appears to be urgently needed. Sometime ago, cars were required to park obliquely across the stand, thereby making it easier to leave, but although that arrangement proved most satisfactory, it has been more or less neglected recently. The old annoyance of cars obstructing the roadway by manoeuvring when departing from the stand, is again noticeable. Drivers should be definitely instructed concerning this.

### Motor Cyclists.

Then there is the thoughtlessness of some motor cyclists to be dealt with. It is not uncommon to see a motor cycle or combination occupying as much space as a car, owing to the owner neglecting to park his machine in such a way as to take up as little space as possible. This should also be attended to, and either a special area reserved for these smaller vehicles, or their use of the stand prohibited, unless an effort is made to refrain from wasting space.

### All Day Parkers.

We have previously referred to people who use Pedder Street as an all day parking ground, and we again point out that such procedure is not exactly fair. Many people motor down to the city for an hour or so for shopping, and Pedder Street offers the most central location. Those who are in the habit of leaving their car idle all day, might reasonably be expected to park at the City Hall Square, where a patrol is maintained by the H.K.A.A. to especially look after members' vehicles. Non-members of the Association may also leave vehicles at the City Hall, although it naturally follows that cars carrying the H.K.A.A. badge receive the special attention of the man on duty. The advantages of this supervision should not be overlooked. Not only are petty thefts guarded against, but in the case of rain commencing, the patrol adjusts the hoods of uncovered cars.

### Stubbs Road.

We are glad to notice that the traffic constable at the foot of Stubbs Road has been elevated in the world. Two weeks ago it was suggested that control would be more effectively exercised by raising the platform from which the signals are given.

### H.K.A.A. Dinner.

This proved a most successful function, and during the evening, the President of the Association, Commander Hartford, R.N. raised a number of interesting points in appealing for more members. There are already some six hundred members, but every local motorist should not only join the local Association, but carry its badge.

### HOME A. A. WORK.

#### Motorist's Successful Defence.

#### THREE SUMMONSES DISMISSED.

At the South Western Police Court, the Automobile Association has just secured the complete exoneration of a member of the medical profession who was charged with three offences of driving dangerously.

### What the H.K.A.A. Does.

In his review of the Association's activities, Commander Hartford asked "What does the Automobile Association do? He would answer that with another question "What doesn't it do?" "The Association," he remarked, "does a considerable amount of work that is never published, and is never brought to the notice of members and the public. It is in close connexion with both the Government and the Police Force and so gets opportunities of arranging things far more speedily than if all negotiations had to pass through strictly official channels. For instance, when an officer of the Association strikes a bad pot hole, he rings up the P.W.D. and they come and fill it in.

### Benefits Enjoyed.

"There are now 600 members of the Association, but there is room for more. All car owners should join, there is no reason why they should not, as it is very cheap. Also members of the A.A. get a reduction of 10 per cent. on insurance, and this in itself practically pays the subscription. I should really like to stress the fact," continued Commander Hartford, "that all the benefits which motorists here enjoy to-day are due to the Association. Apart from these special terms of insurance which I have just mentioned, there are several other quite obvious benefits. The A.A. provides its members with free legal assistance, up to a point, and even the most careful motorist may find himself in need of that. Also, another very useful thing, we keep a register of chauffeurs, and if any member requires a chauffeur and will engage him through this method, he can be certain that he will get a first class man. Then again the handbook of the Association is frequently revised and every effort is made to keep it up to date and full of useful information.

### Patrols Valuable.

"The A.A. patrols have now been working for a year, and the result has been most satisfactory. In the past petty thefts were very frequent, but since the organization of these patrols petty thieving has vanished.

"There is just one thing I would like to ask members in passing. If you are selling your car and don't want the A.A. badge for another car, please don't leave it on the car, but take it off and return it to the A.A. Otherwise the badge goes with your old car, and we get people driving about with A.A. badges who are not members of the Association at all.

### Well Deserved Tribute.

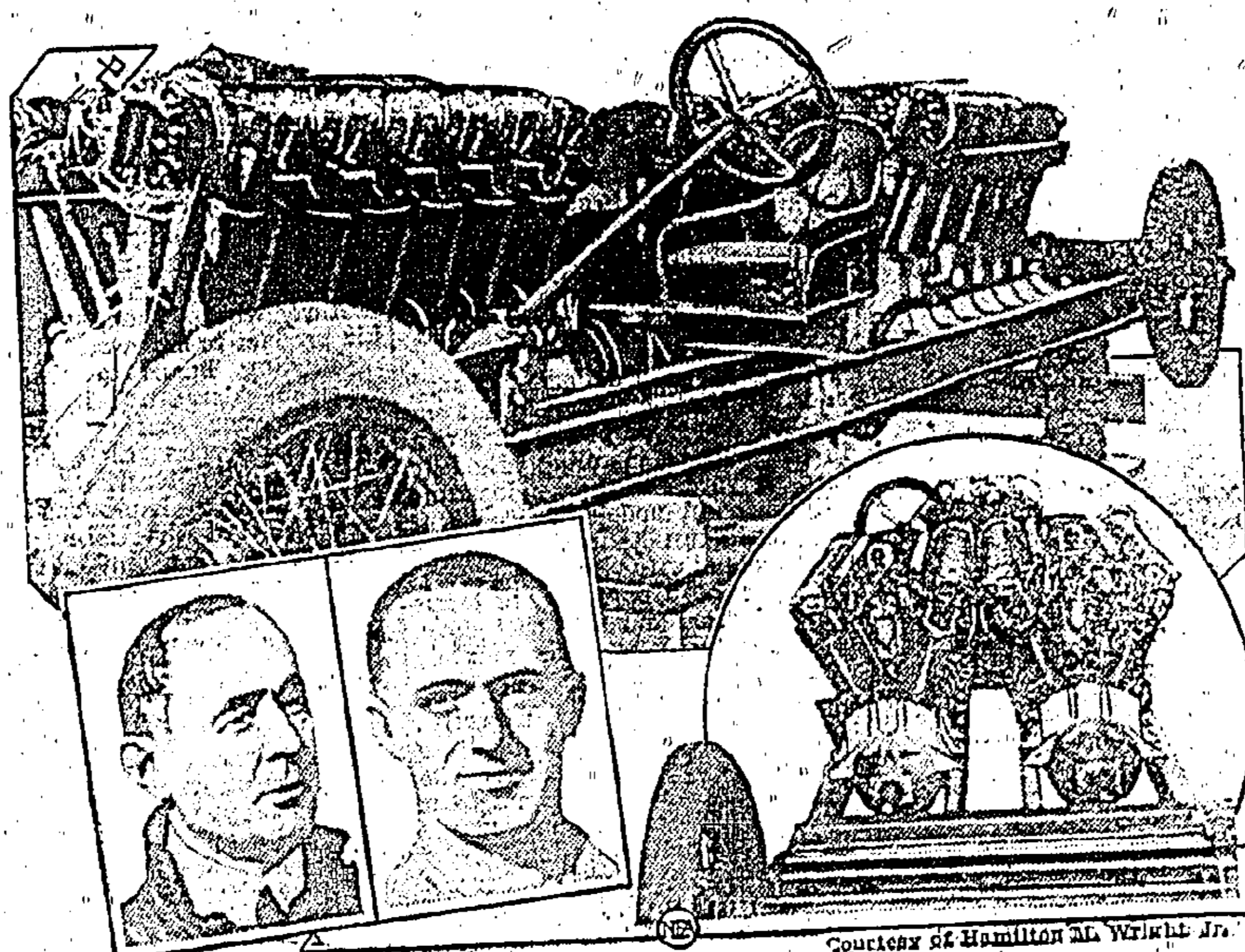
Comdr. Hartford paid a warm tribute to the very hard-working secretary of the Association, Mr. Upshall. Nothing, he said, seemed to be too much trouble for him, and he had been unsparing of himself, both in his time, and his energies, in advancing the interests of the A.A. The Association was in a very satisfactory state at the present time, and this position of affairs was due more to Mr. Upshall than to anyone else.

The Commissioner of Police was represented by Counsel, and the prosecution alleged that at Clapham the defendant (a) overtook a Motor Cycle at excessive speed, causing it to collide with another car, (b) subsequently drove over a cross road at an excessive speed and (c) also drove in a manner dangerous to the public.

The defence was a complete denial of all the charge, and after a searching cross-examination of the Police witnesses by the A. A. Solicitor, the Magistrate dismissed all three summonses.

## TO BEAT MAJOR SEGRAVE'S RECORD?

1,500 H.P. Car Being Built in America.



Three powerful airplane engines make up the racer being built by J. M. White of Philadelphia to beat the speed record made by Major Segrave at the Ormond-Daytona beach. The car is shown at the top and right. Below are its builders, White, at left, and his mechanic, Albert J. Robinson.

Philadelphia, Nov. 26th.—The "Triplex," most powerfully engined automobile ever built, is now being completed in Philadelphia by J. M. White, well-known manufacturer of insulated automobile wire.

Three giant 12-cylindered aviation engines will develop a total of fifteen hundred horsepower with which White expects to shatter all world's automobile speed records on the famous Ormond-Daytona Beach on the east coast of Florida this winter. The present world's record, achieved last March by Major H. O. D. Segrave of London, who drove the famous "Mystery" under one thousand horsepower, was 203.79 miles an hour.

White's gargantuan power plant is expected to travel only twelve miles at the most, but its makers expect it will go faster than man has ever gone on land.

By enormous reserves of power White expects to overcome the head-on wind resistance caused by the onrush of the car. At 200 miles an hour, Major Segrave's car expended one-half of its total horsepower in overcoming wind resistance, and at this rate of speed the "Triplex" is expected still to have one thousand horsepower in reserve.

### Spending Fortune on It.

White and Albert J. Robinson, an expert mechanic of his factory,

are personally supervising its building. A small fortune will have been expended on the car, which represents a 21-year ambition, by the time of its completion.

The materials and parts of the car will cost him around \$15,000. The engines cost \$7,000 each, which brings the total cost of the car up to \$36,000. Numerous accessories are still to come. White does not figure his time or that of his mechanics in estimating the cost.

An enormous 12-cylinder high speed aviation motor, V-type, valve-in-head and operated by an overhead cam shaft, and two similar motors side by side in the rear, all geared direct to a single huge axle, comprise the power plant.

There are four carburetors to each motor, making 12 on the whole car. A special oiling system has been developed. The direct-drive arrangement is devoid of any clutch, transmission or gears and makes possible the highest speed the engines can produce.

### Will be Own Pilot.

The wheel base is 175½ inches, about 50 inches longer than the average car. Three radiators, minus fans of any sort, rely on the force of the wind for cooling. One is located in front and two in the rear.

The chassis proper is made up of two 12-inch beams of type used in heavy trucks, arranged in the customary fashion but with two additional beams running parallel through the centre. It is to these centre beams that most of the main lugs of the giant motors are bolted.

There are no springs on the rear of the chassis, to minimize bouncing. White believes that his heavier car will get better traction, and the absence of springs in the rear will keep it steadily on the ground.

### Heavy Chassis Frame.

The gasoline tank will be in the rear and will carry 35 gallons, enough to run about 12 minutes.

White plans to drive the car himself and despite his 43 years is well equipped to do it. He has practically had his hand on every nut and bolt in the car, and knows every feature of it.

He figures on five miles of a smooth beach surface to slow down to a stop after reaching a record mark.

The absence of clutch, gears and other of the usual necessities in the driving housings does not hinder the "Triplex" from starting up easily and smoothly. White explains that the three motors develop enough power to more than offset that needed in the ordinary automobile through use of low, second and high gears. (Copyright.)

## MID-STREET RUMINATIONS.

I'm the object of at least a million stares;  
From the hopeful, plaintive glance of pillion pairs.  
To the domineering glares of billionaires.

But they each abruptly pause when I cry "stay"!  
And my very lightest wish promptly obey:  
For I don't care who they are, (That's by the way).

I'm awake to every one of their sly wiles.  
And I'm smarter, too, than they are, yes, by miles.  
Though they strive and strain to earn one of my smiles.

If they break a reg. near me they're quickly booked.  
If they try to trick me, then they're trickily hooked.  
And their cheque-books in the court are sickly rooked.

When my hands bid traffic cease, or flutter "go,"  
He who fails in his response meets utter woe,  
And my sharp ears catch it, should he mutter "blow."

What more graceful than my slow seraphic "stop,"  
Or more forceful than my arms' most graphic top.  
If you'd learn eurythmics, watch the traffic cop.

## RACING DELAGE.

Loading at 85 M.P.H.

## GRAND PRIX WINNER.

Though it covered 325 miles at an average speed of 85.5 m.p.h. to win the British Grand Prix at Brooklands, Robert Benoit's straight-eight Delage was not seriously extended.

The maximum engine revs. over the fastest sections of the course were only 6,200 per minute, whereas the car is capable of running sweetly at 7,500 per minute. Though the engine is a tiny 1½ litre affair, it consumed fuel at the rate of about one gallon every ten miles, because a supercharger was busily blowing it in.

## Greetings

—and Good Wishes  
for a very Merry Christmas,  
A Happy New Year of Motor Cycling,  
Good Health and Prosperity.

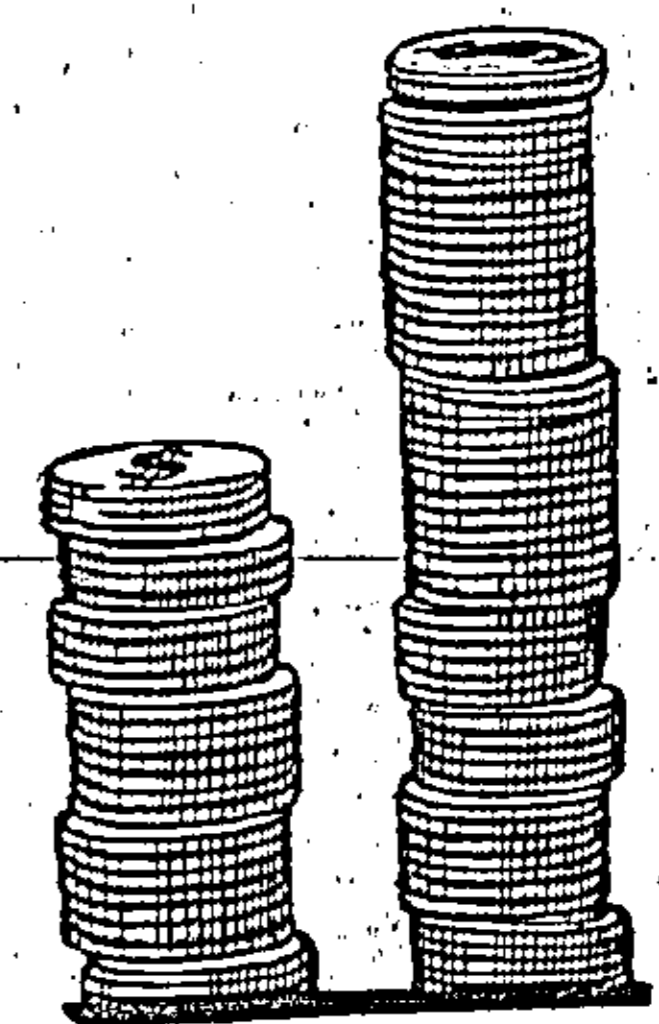
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The Vacuum Oil Company has specialized in lubrication for over 60 years. It maintains a Board of Engineers who spend all their time analyzing motors under every conceivable operating condition. The one purpose in their work is to determine the oil which will give greatest economy in every make of motor car.

The result is the Mobiloil Chart. For the cheapest lubrication at any price make the Chart your absolute guide. The dealer displaying the Mobiloil sign has the Chart which specifies the correct grade of Mobiloil for your car.

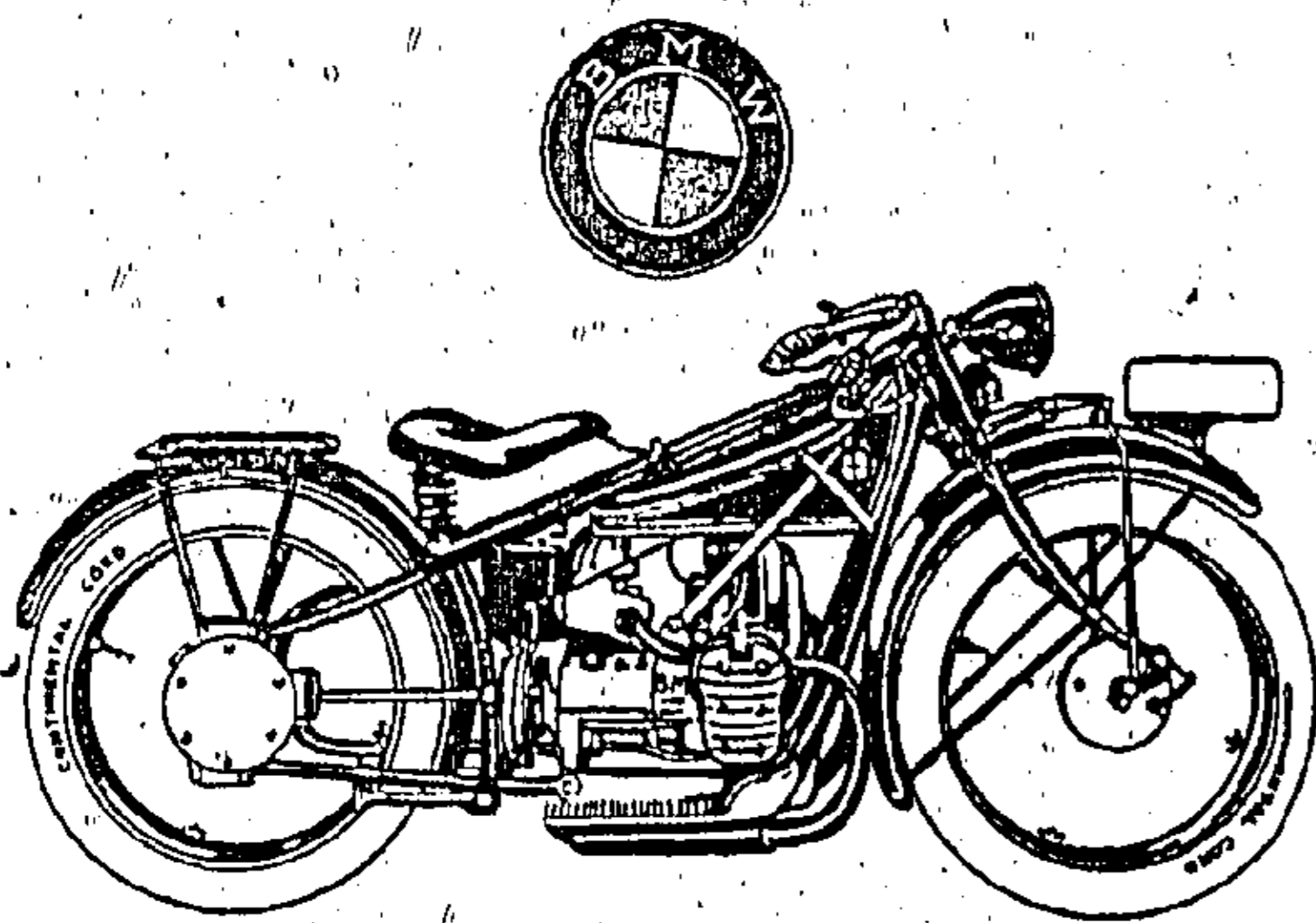


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## THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

*The most modern Touring Motor Cycle of the highest quality ever put on the market.*

### A FEW NOTABLE FEATURES

Engine entirely water and dust proof.  
Double Frame throughout.  
Increase of engine power to 12 brake horse power.  
Rims suitable for normal or balloon tyres.  
All gearing effectively enclosed in oiltight casings.  
The universally recognised advantages of shaft-drive.  
Bosch head and rear lights—Speedometer—Horn.  
All spare parts in stock in Hongkong.

*May we give you further details of this super-motor cycle?*

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

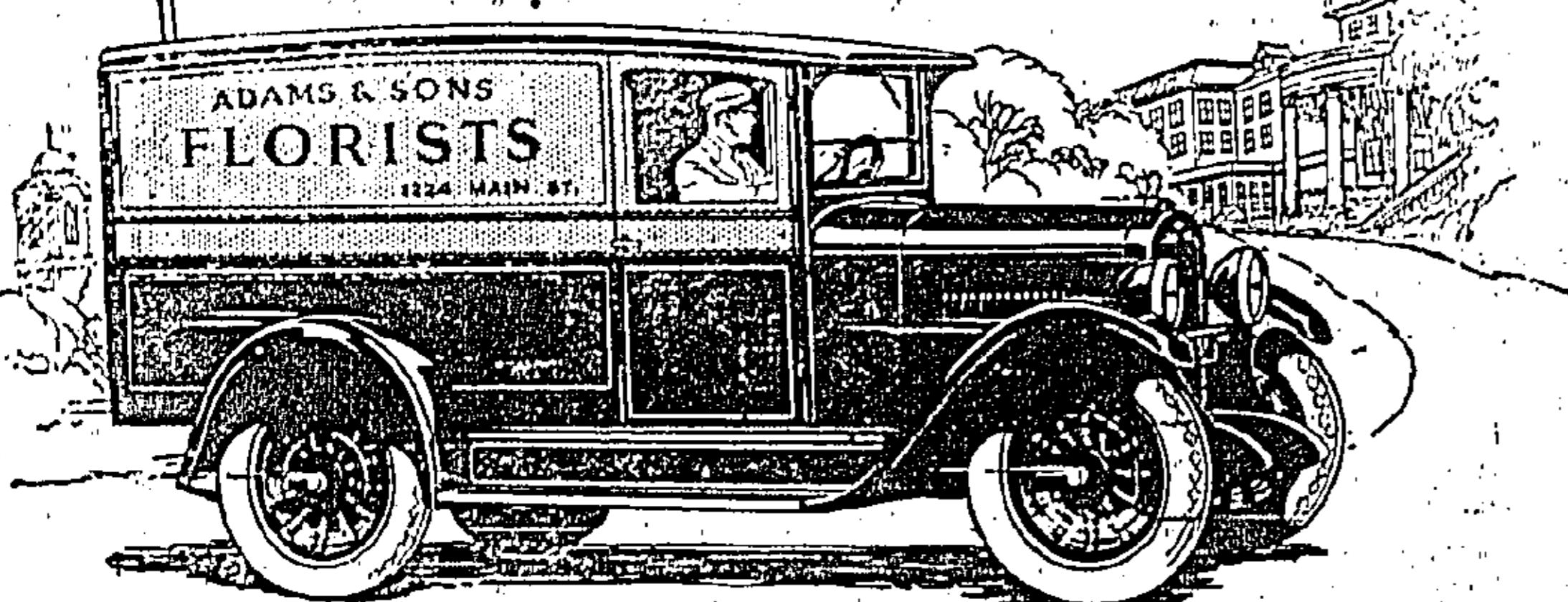
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such users as grocers, florists, dry cleaners, druggists, bakers and laundry companies.

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## THE USED CAR PROBLEM.

Is Public Safety Endangered?

### QUESTION RAISED IN THE UNITED STATES.

What to do with the accumulating mass of used cars continues to be a troublesome problem in the automobile industry. In the urge to make new sales, the tendency to allow more for a "trade-in" than the used car is actually worth all prevails, although not to so extravagant a degree as was the case a few years ago.

Speaking to the Flint (Mich.) Automobile Dealers' Association a short time ago, one of the General Motors' sales managers said that the dealers were giving away many thousands of dollars a year through lack of a definite policy in appraising cars and sticking to their appraisal figures. The Indianapolis Automobile Trade Association has formulated a plan by which a definite price for used cars is agreed upon by the various dealers and these prices, collected widely by the association, are published for the information of the public.

#### A Real Problem.

According to Raymond H. Dietrich, head of the Detroit coach building firm bearing his name, the used car is developing into one of the real problems of the future for the automobile manufacturer, and he says that in his steady climb to the saturation point with his unlimited output, the manufacturer has become less and less aware of the possible boomerang in his unlimited production.

"It is no rash estimate to say," adds Mr. Dietrich, "that by the end of 1931 one-third of the cars now in use will be standing idle in a used-car yard. In the conglomerate will be found models of every type of manufactured automobile. The used product may vary in degree of use from 1,000 miles, or in terms of cash, from the first cash-down payment to the fourth monthly payment.

The model that is most attractive is the type of car that is likely to change owners frequently. The model that has little to commend it is doomed to remain unhandled and to begin its disintegration early. The position of this despised model is not unlike that of the unfortunate old maid at the party. The point of all this is that the number of used cars steadily increases.

It seems reasonable to assert that in the course of a period of years the chief menace to the production in quantity of new automobiles will be the used car. The approximation of perfection in the building of the chassis has made the mechanical equipment of the automobile an unquestioned certainty. The scientific progress of paint and lacquer producers has made the refinishing of a used car an inexpensive operation. The improvements in parts and ornamental devices are available to the buyer for a small sum. With these advantages of chassis paint and improved parts, the used car will compare favourably in congested traffic or on the open highway with the higher-priced new car. It is reasonable to suppose that the improvements in the new models will not appear with such

rapidity and with such decided changes in design, colour and comfort that they will completely overwhelm the owners and drivers of used cars. As long as the used car persists, its number will continue to gain on the output total of new cars to such an extent that the manufacturer will be compelled to seek a means of reducing the second-rate competition that he has built.

#### Removal of Worn-out Cars.

Would not the sweeping removal of used cars from the streets and the highways aid in the solution of the congested traffic problem, give the buyer a better grade of new automobile, and assure the manufacturer and the dealer a stabilized price for the new product? Of course, there is a definite relationship between the new car and the used car.

"The power of a manufacturer's product to remain on the road, to keep abreast of the other manufacturer's product on the road or to pass the other manufacturer's product on the road is the best recommendation of a manufacturer's product. But to see his product in the scrap heaps that dot the roadside or in the public dumps that mar the outskirts of every hamlet and town in the country must be an eye-opener to the manufacturer whose thoughts are for his product to-morrow.

"Rusting heaps of dismantled automobiles are fast becoming eye-sores. Their existence in time will bring upon them the same campaign of obliteration that made such effective improvements in rural billboard advertising. These eye-sores are constant reminders to the manufacturer and to the buyer of the final resting place that awaits the used car.

#### Maintain Efficiency.

"As long as the used car serves its purpose of utility, as long as it takes the buyer to his destination and returns him to his home, exercise it to the full extent of its utility. When it has exhausted its utility, withdraw the used car from traffic and replace it with a product that is an advance over the withdrawn product. Scrap the worn-out car, but scrap it with economy and wisdom. Do the task along the lines of the internationally known manufacturer of moderate-priced automobiles who purchased 150 vessels of 813,220 tons for \$1,710,000 from the merchant fleet corporation.

"Place a proper estimate on the value and utility of the parts according to their period of service and deterioration. Then put those parts in service where their deterioration will not be likely to cause injury or damage.

"This absorption of the used car by the manufacturer through his dealers after the completion of a specified mileage or at the end of a stated number of years, and the disposition of the salvaged parts will give to the manufacturer a sane protection against any drop in price that may arise from a surplus of used cars."

### PARK FOR PATRONS.

Theatre Troubles.

**SYDNEY HAYMARKET SPACE.**

The part played by motors and motor accommodation in Sydney's amusement business is being demonstrated by the uptown trend of new theatre construction. Because parking facilities in the present theatrical district are overtaxed, the builders of the Capitol Theatre chose the Haymarket as their site, and in the now-empty side streets they estimate there is room for 500 cars.

The parking problem is a serious one for downtown theatres. In the area bounded by Park and Rowe streets, there are eleven theatres, accommodating 15,000 people, all of whom enter at about 8 p.m. and emerge between 10.30 and 10.45 p.m.

At least half these shows appeal to an "automobile audience," but such a demand on parking space exists that the habit of going to the theatre by private car has been abandoned by many in favour of trams and taxis, while in summer this section cannot be tempted into town at all.

The erection of the Capitol in the Haymarket follows the tendency in theatre construction throughout the world to avoid congested areas, and to rely on motor patronage rather than on transients. The Roxy, the biggest theatre in America, was deliberately built in a deserted area of Broadway; the Palais, the big

### "DRY" DRUNKS.

14,509 in New York.

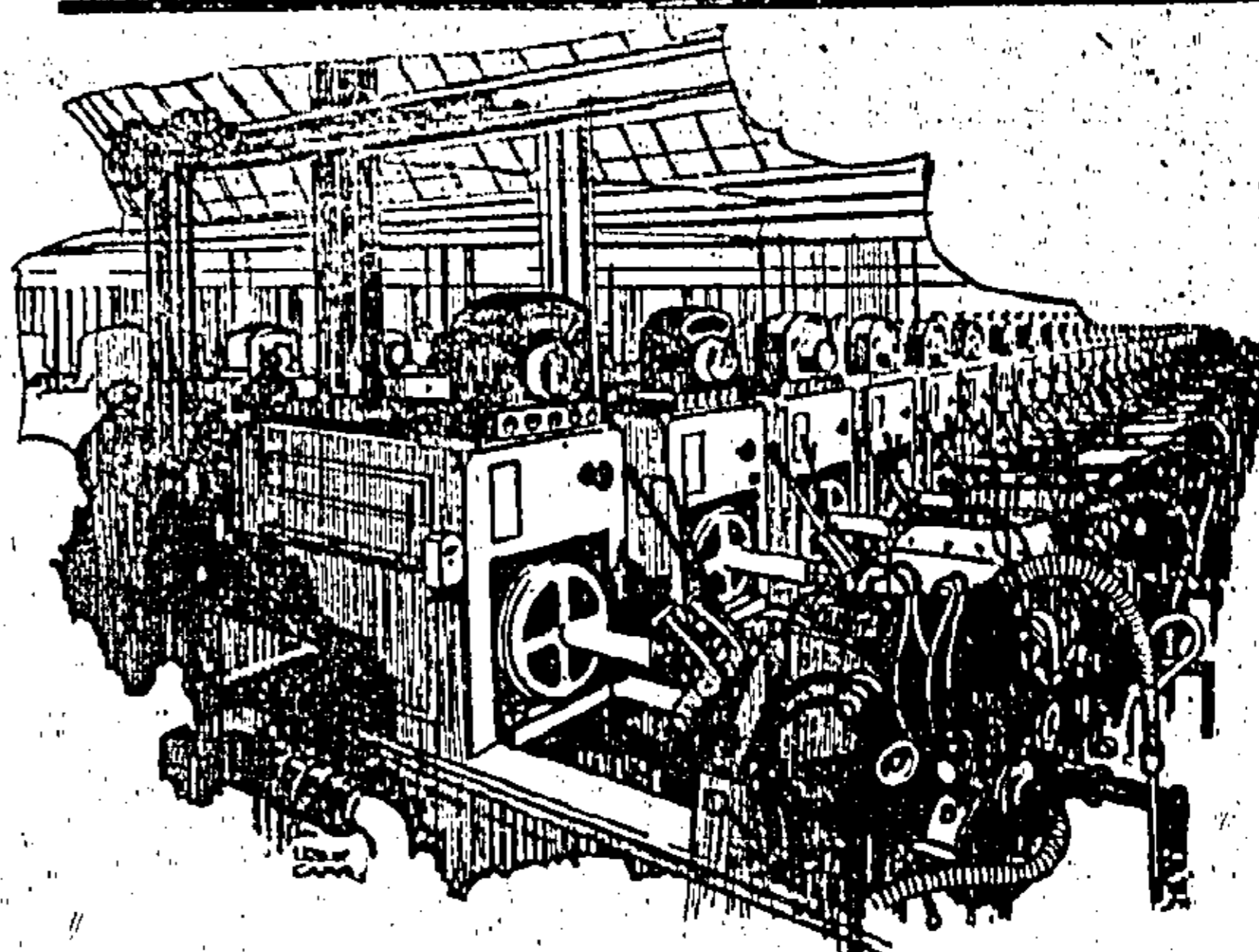
**CANCELLED LICENCES.**

Just as well the U.S.A. is dry. During the last three years 14,509 drivers in New York State alone had their licenses cancelled because they were drunk while in charge of motor vehicles.

Obviously the summer is drier still, for the average number of these charges in New York during the hot weather is 150 per month.

great theatre in Australia to date, opened last week at St. Kilda, fully seven miles from Melbourne. A cardinal principle, however, is that once motor patronage has been attracted, there must be ample accommodation for the cars. Thus the Capitol will be situated on an "island" formed by the two sections of Parker-street, Hay-street, Campbell-street and Pitt-street, and facilities are such that while 500 cars can be accommodated, the furthest car will be no more than 100 yards from the theatre.

Amusement managers are watching the experiment, and at the same time "spotting" other locations offering similar advantages. Several large houses, each with a capacity of 3,000 people, are planned for erection in Sydney in the near future. They will occupy widely-separated positions, not because the managements fear business competition, but because they simply desire to avoid competition for parking space.

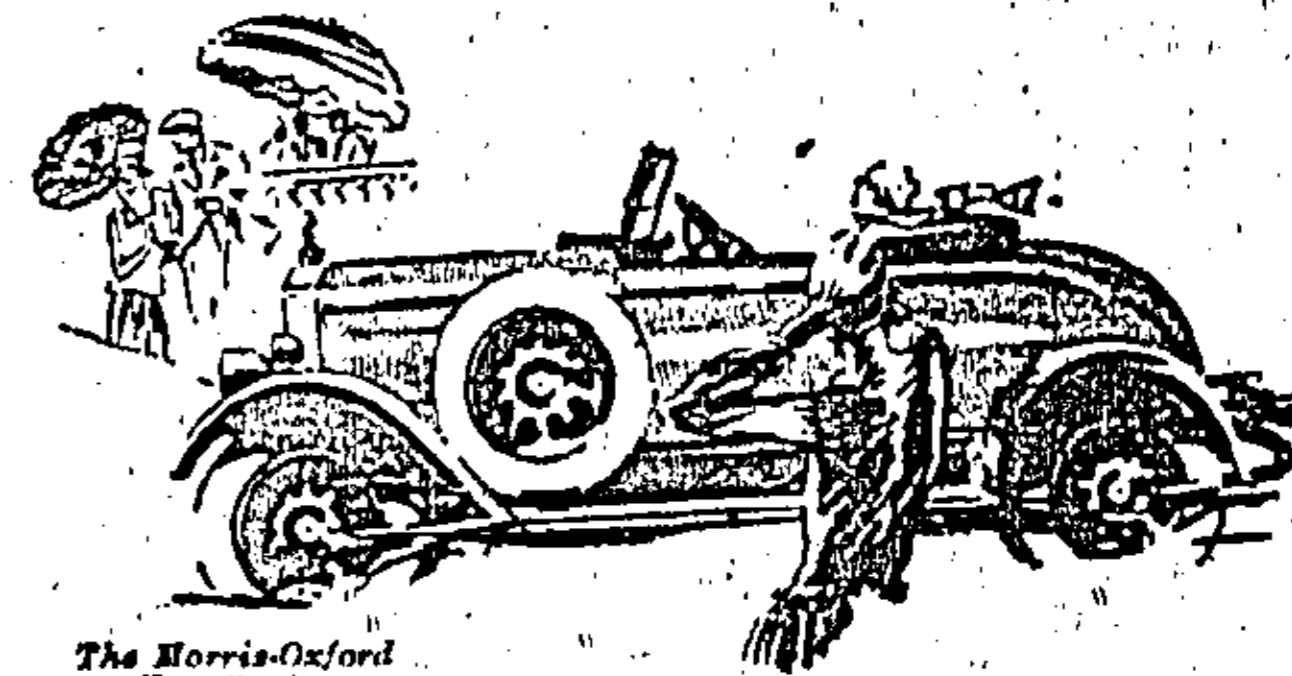


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And in addition to the production test plant there is gathered daily a wealth of valuable data by the Engine Research Department of Morris Motors.

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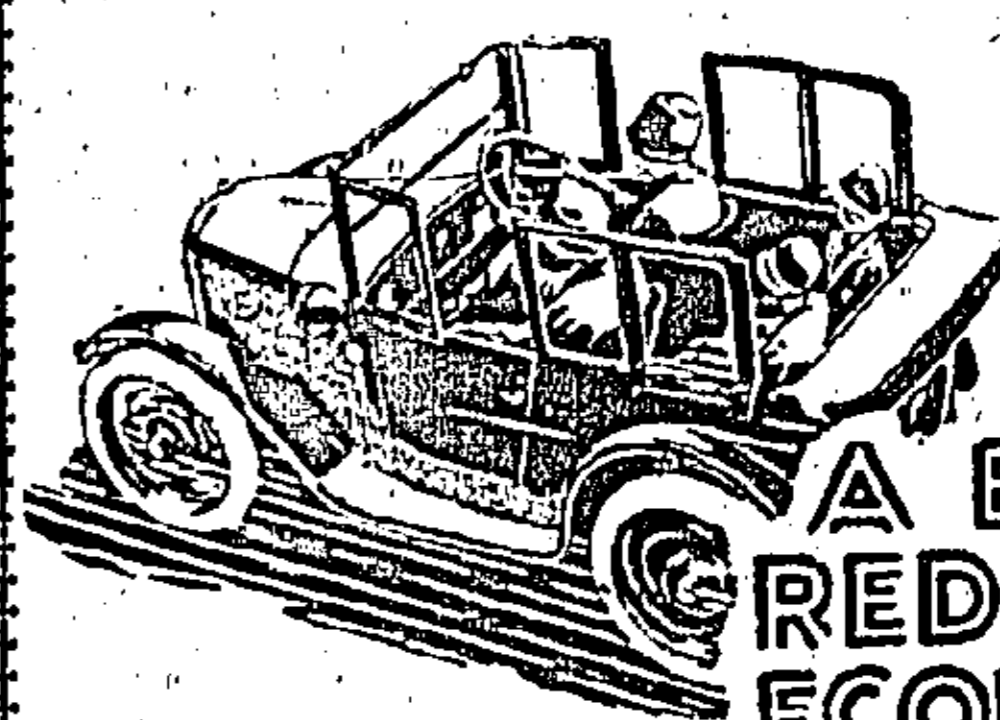
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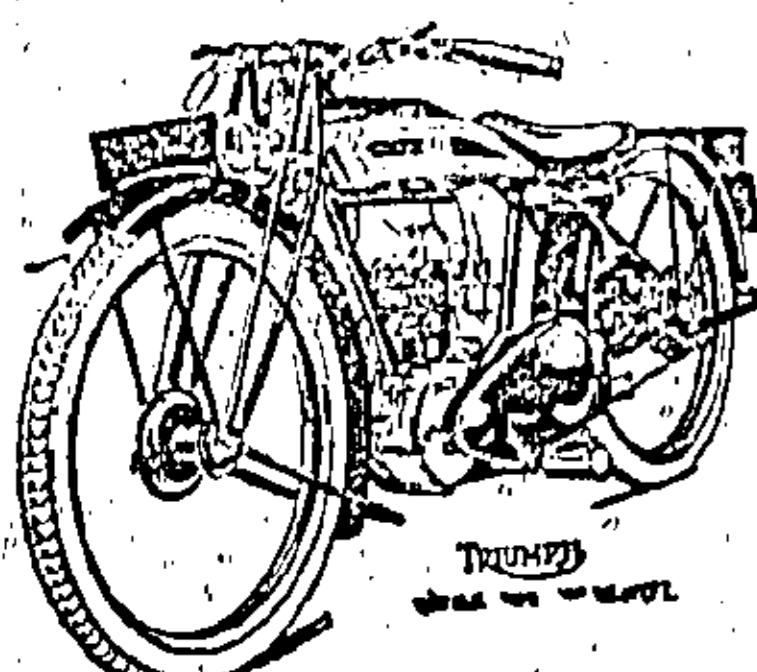
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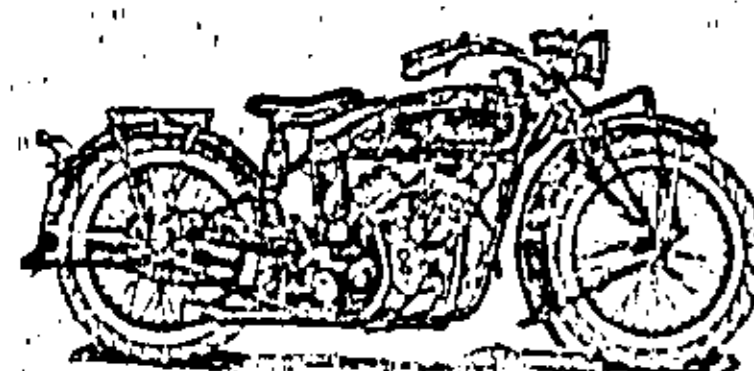
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## NEW TAXI SERVICE.

Clyno Cars for Hongkong.

## SERVICE TO START IN THE NEW YEAR.

Although commencing in a comparatively small way, a new taxi service will be started in Hongkong early in the New Year.

The cars selected are the product of the Clyno factory, and are being supplied by the Hongkong agents, Messrs. Lane, Crawford, Ltd. We understand that the fares will be very reasonable and assume that the old scale will be adopted, which was forty cents per mile. The adoption of a regulated scale of fares is certainly advisable, the present public hire vehicles emphasising this necessity. It is admitted that fares must vary according to the size and operating expenses of the vehicle, but there are occasions when the drivers of these public cars hold out for extortionate amounts, usually when there are not many vehicles available. Possibly a scale of fares will be drawn up covering five or seven seater cars, as distinct from the future taxis.

In the meantime, it is gratifying to know that the taxi system is to be permitted, and providing the new Company is efficiently controlled, we imagine that the venture will prove profitable to these responsible for it.

## NOT IN EUROPE.

Duesenberg's Failure.

## U.S. CHAMPION TALKS.

Because of the totally different racing methods in the U.S.A. and Europe George Sanders and his Duesenberg that won the Indianapolis 500 were a severe frost in the Italian Grand Prix at Monza, and withdrew from the British Grand Prix on Brooklands.

Sanders's last-minute withdrawal from the big British race disappointed many, who hoped to see an American champion pitted against Europe's best drivers, but Sanders was quite certain after his Italian experience, and one view of Brooklands, that he had no chance and would merely wreck his machine.

He explained that the Duesenberg was constructed solely for "straight track" racing, and that many of its parts were too light to withstand the strains imposed during a 225-mile race over a tortuous circuit.

On Brooklands, with its artificial barriers and hairpins, he thought his car might last six laps, but no more. He considered that

## IMPERIAL MOTOR TRADE.

Impressions of a Seven Months' Tour.

(A statement made by Sir A. Boyd-Carpenter, M.P., Mr. A. R. Feen and Mr. A. Hacking, on their return home from a seven months' tour through Australia, New Zealand, Java and Malaya, on behalf of the British Motor Manufacturing Industry.)

There are two particular and special impressions which anyone touring the Dominions and Colonies must receive. One is that no matter what individual interest one may be called upon to represent, those resident in the Dominions or Colonies insist upon this particular interest being regarded as a part only of a great question, namely, that of inter-imperial trade. The reproach was continually thrown at us that we were the first purely Trade Delegation to visit Australia and the Dominions.

This attitude was made quite clear to us at the outset of our Tour, which was ostensibly to find out the conditions, favourable or otherwise, to the British Motor Industry.

The public of the Dominions which we visited was insistent upon this as they also displayed an anxiety to arrive at some definite economic policy which in the interests of the home country and of the Dominions would cement by commercial and business interests the sentimental ties which bind together the units of the Empire.

The problem with which the Motor Industry at home is confronted must be considered in some measure from these two aspects.

Apart from these two points of view, it was generally accepted that for quality and service British Engineering Products remain to-day unchallenged.

We were impressed by that fact that during the War and the post-war period, when British Manufacturers were unable to compete with the Manufacturers of the U.S.A. took naturally an advantage of the opening and have driven a wedge into our overseas markets. This, as it has affected the public, has had its reactions on Agents and Dealers. It is with this position that the Home Manufacturers must deal.

We found that the Dominions and Colonies were to some extent conversant with the difficulties of

the Home Country, but inadequately informed as to the achievements which have been made by the Home Industry in adjusting commerce to post-war conditions.

We are hopeful that our efforts may in some small measure have achieved a result as shown in steps which have been taken by public and local Governments in Australia and New Zealand to further the interests of British Manufacturers.

While sentiment is an Imperial commercial asset of the utmost importance, Motor Transport is a matter of L.S.D. and the public is beginning to consider more seriously the commercial value of the Motor Car and Lorry. We find that where commercial undertakings are able to estimate the real costs of mechanical transport, they have realised that the British omnibus and lorry gives, in the long run, a greater measure of actual value than those of any other country. This fact, which is outstanding, is one of which we must take advantage by the fullest measure of propaganda.

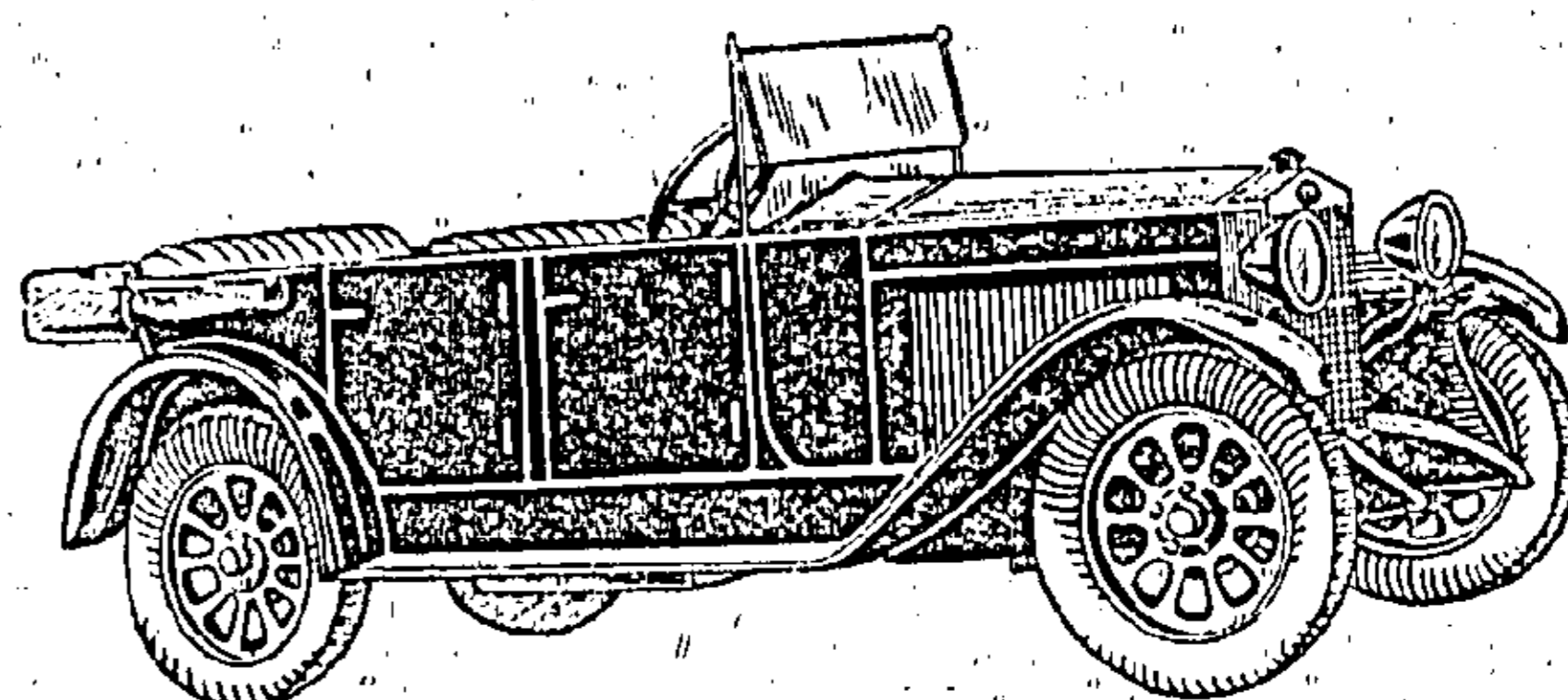
In the case of the private car, road conditions exercise a determining influence. One of the problems for consideration by the British Motor Industry is how to tide over the time which must exist until roads, such as we have at home, are constructed and can be maintained in the Dominion of New Zealand and the Commonwealth of Australia. Road conditions and Motor-Car design are inter-dependent.

In some of the problems which the Motor industry must face during the coming years, there is a real need for co-operation with other British Industries. We think that a liaison between the Motor Industry and such representative organisations as the Federation of British Industries, the British Engineers' Association, and the British Electrical and Allied Manufacturers' Association, is essential for the encouragement of the British Export Trade, particularly in Australia and New Zealand.

We are convinced that with peace in industry, and a greater realisation of the value of merchandising, with development of research and standardisation, the next few years will see a progressive development of the British Export Trade in Motor Vehicles of every description.

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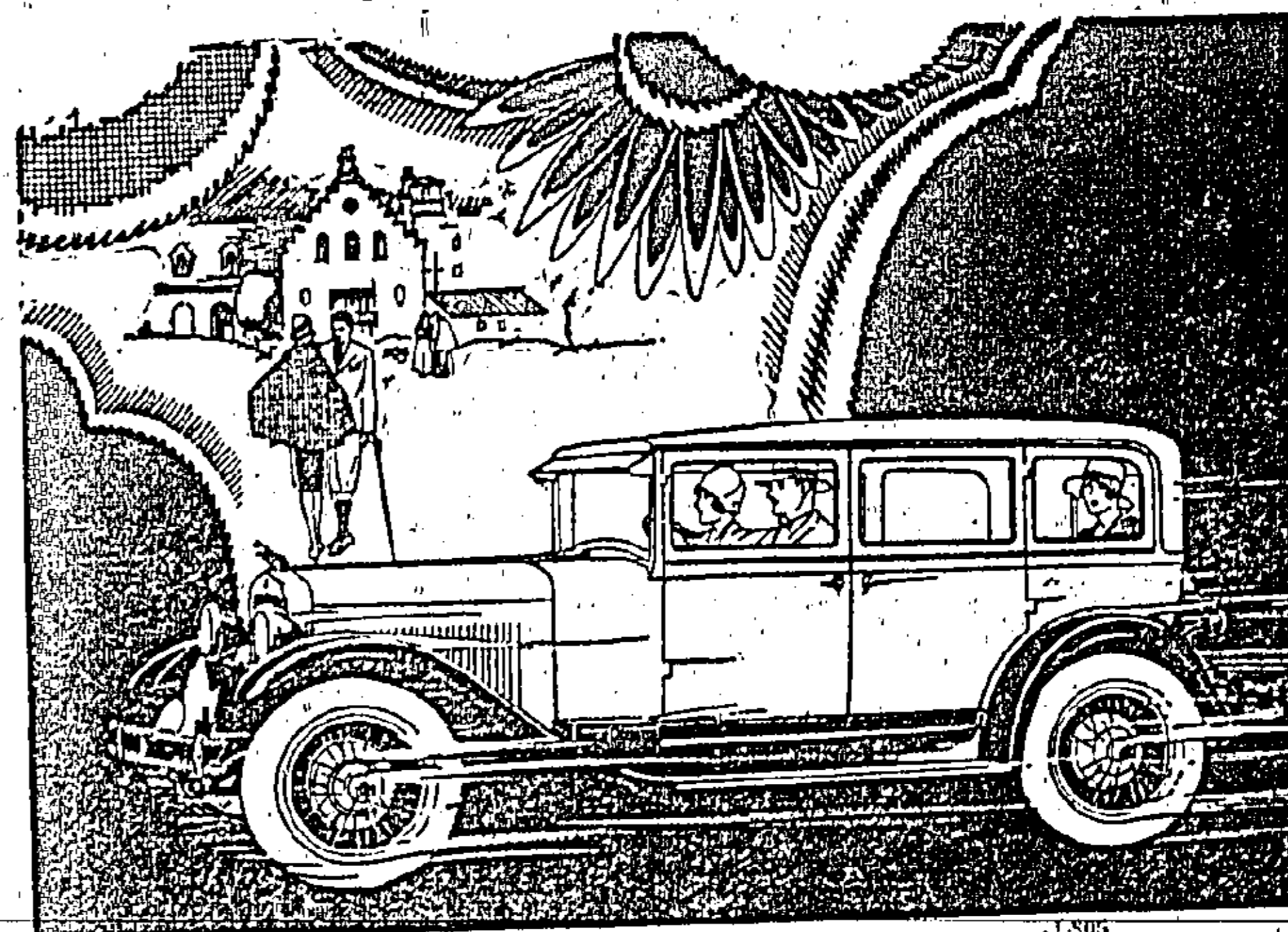
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All around the great world, the unequalled performance of Studebaker's Erskine Six is winning new records—and thousands of happy new owners.

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2. Buenos Aires—Erskine Six Sedan made non-stop run of 123 hours under supervision of the Touring Club of Argentina.
3. Santa Fe to Buenos Aires—Same Erskine Six sedan that made 123-hour non-stop run set new speed record for 347.5-mile distance between cities, under supervision of the Santa Fe Automobile Club.
4. Edinburgh Reliability Run—Erskine Six sedan won highest gold medal award in 415.75-mile competition supervised by the Royal Automobile Club.
5. Spanish Performance Test—Erskine Six sedan won highest gold medal award for 435-mile competition under supervision of the Royal Automobile Club of Catalonia.
6. Hamburg Driving Tournament—Erskine sedan won first place in difficult control and speed competition under supervision of the Deutsche Automobil-Club.

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61 RHK	DO	6 1/2 x 6 1/2 x 9 1/2	\$30	4
A-615 JF	DO	6 1/2 x 6 1/2 x 9 1/2	\$35	1
A-615 SH	RUBBER	6 1/2 x 7 1/2 x 9 1/2	\$50	3
A-615 JF	DO	10 1/2 x 6 1/2 x 9 1/2	\$40	3
A-615 SH	DO	10 1/2 x 7 1/2 x 9 1/2	\$50	3
A-615 SH	WOOD	11 1/2 x 7 1/2 x 9 1/2	\$70	3
615 JK11-2	RUBBER	13 1/2 x 7 1/2 x 9 1/2	\$70	CAD
A-617 SH	DO	12 1/2 x 7 1/2 x 9 1/2	\$65	W/C
A-127 SH	WOOD	17 1/2 x 6 1/2 x 10 1/2	\$75	12
1211 AHS	DO	17 1/2 x 7 1/2 x 9 1/2	\$85	
1211 SHK	DO			

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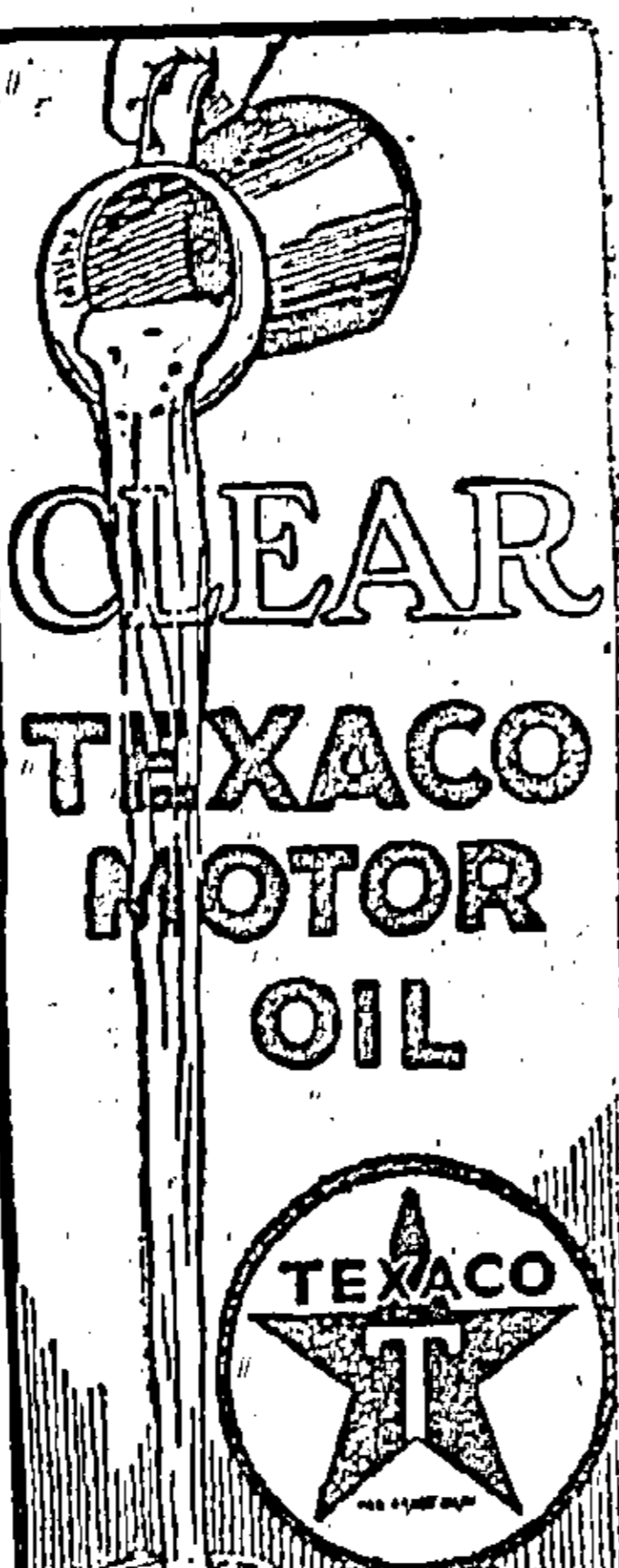
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## STUDEBAKER'S FEATS.

On the heels of news telling of the success of stock-model Studebaker Commanders in the stock-car races at Atlantic City (U.S.A.) comes word from the parent Studebaker body of a new and extraordinary achievement. The following cable was received this week by the Studebaker Corporation of Australasia:—

"Two Studebaker Commander roadsters and one Commander Sedan established new world stock car records for speed and endurance between October 18 and November 4 at Atlantic City Speedway. Roadsters completed 25,000 miles in less than 23,000 minutes, establishing average of 65.31 miles per hour. Sedan completed 25,000 miles in less than 25,000 minutes, establishing average of 61.98 miles per hour, all stops included. Records supervised and checked by Contest Board of American Automobile Association."

Some little time ago the Commanders gave other proofs of their high calibre. A stock model five-passenger four-door Commander sedan established a new record for the 3,302 miles run from the Atlantic to the Pacific coasts of U.S. Its time was 77hr. 40min., an improvement of 2hr. 14min. over the previous record.

Then, in the stock car races at Atlantic City, two Commander sports roadsters won first and second places in the 75-mile event. Their times were 85.95 and 84.58 miles, respectively.

As a hill-climber, the same model car also showed to advantage in the annual Pike's Peak event—the classic hill-climb event of U.S.A. The Studebaker travelled the distance or over 12 miles, climbing for 4754ft. at an average speed of 33.14 miles per hour.

That stock cars should be able to maintain this terrific speed for so great a distance is convincing proof of the material and workmanship associated in their building.

# THE MOTOR UNION

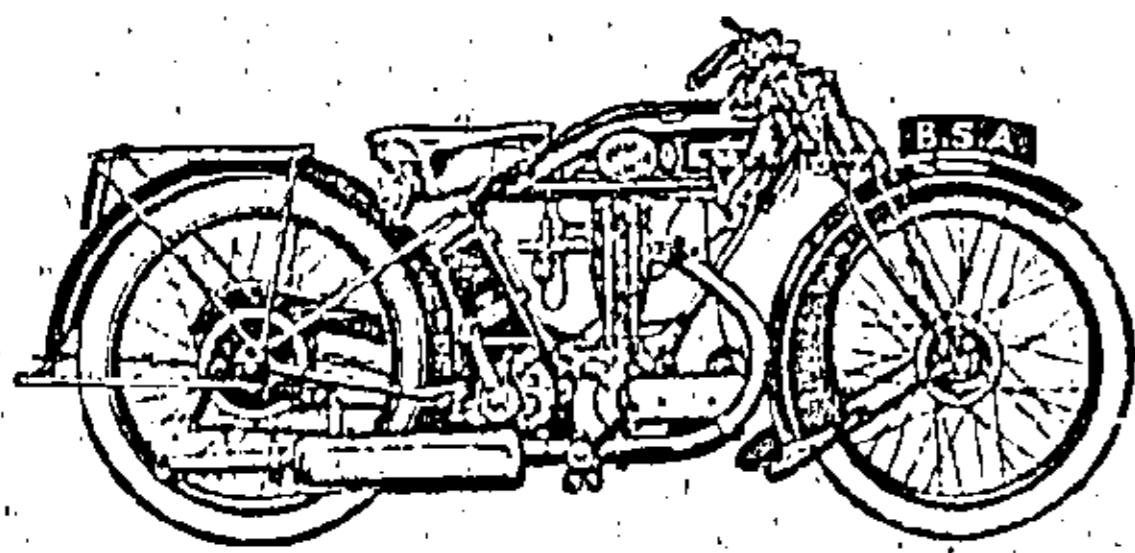
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SOLE AGENTS

## DOUBLE DUTY LIGHT.

Egarsol Reflector.

## GLARELESS DEVICE.

After experiments lasting several months a new headlamp reflector is to be placed on the market. It will be known as the Egarsol Glareless Reflector, and will be manufactured by a company of the same name.

The inventors are lighting specialists who have been connected with other glareless devices, but who claim to have solved the problem where others have failed, because they have produced a reflector which projects both a penetrating beam and a carpet of light diffused to a wide angle.

Pictures taken at night show the penetrating range to be 150 yards, and the intensity of the light seems to be as great towards the end of the projection as it is immediately in front of the lamps. The side throw is 60 feet each side of the lamps, illuminating cross-roads and footpaths.

It is claimed for the Egarsol reflector that it does not lose its utility in lighted streets, as the penetrating beam is sufficiently amplified and strengthened to be visible above the light of street lamps, while glare has been eliminated as much as is scientifically possible.

To obtain a merging of a penetrating beam with a diffused throw of light, a curious reflector has been evolved. Across its centre is a row of brightly polished facets, acting as individual mirrors and intensely reflective. Above and below this studied pattern the reflector is oxidized silver with a matt finish. This portion gives diffusion and ensures a carpet of light instead of a wavering beam.

It is anticipated that first demonstrations of the new reflector will be given next week.

## NO "MUST" INSURANCE.

Of the 28 American state legislatures to have compulsory auto insurance brought before them this year, not one adopted it. Massachusetts is the only state with such an insurance.

## CARS AND EQUIPMENT.

### Erskine Strikes a New Note.

(By R. C. in The Manchester Guardian.)

The Erskine is one of the latest productions of the Studebaker factory, and it strikes a new note. Its designers have essayed with no small measure of success to combine various factors each and all desirable in a car to-day if it is to be equal to modern road conditions. They have provided for roadworthiness, for comfort, for roominess, for economy of performance. The basis of it all is a neat, compact, easily accessible six-cylinder engine of the L-head type, of 16.54-h.p. rating, and developing 40 brake horse-power at 3,200 revolutions a minute. It is therefore an engine of the high revolution order. There is a sturdy, well-designed chassis, braced with six cross members, and on this is built an all-steel body. This all-steel construction is carried far. It includes, for the saloon, some fine mouldings for the roof pieces, and includes also the beadings of the windows. The fascia board is also of steel, carrying the instruments neatly grouped and providing small cubby-holes, one on either side. Rigidity is thus a feature of the car. It further attracts in that the coachwork, whilst apparently making for a small, compact car of fine lines, in reality gives plenty of room.

Its performance is of a high standard. A quiet engine develops a fine range of power, and the acceleration is good. Low and light, the car yet sits down on the road, and can do some good cornering. The car itself is quiet; there is an entire absence of roof drumming, but at speed over rough surfaces the wings are apt to vibrate a little. As the wings are stout, and, incidentally, of neat design, this occasional drumming—it is no more than occasional—suggests that a little stiffer bracing is desirable. Drumming is annoying, more annoying than body rattling, and the Erskine is too good a car to be allowed to suffer from even occasional periods of it. There is speed in plenty. The car can touch sixty miles an hour, which means that it has ample power for hill work. On hills approaching its maximum top-gear gradient it has a happy way of settling down steadily and sturdily to its work; it does not require to be smartly accelerated in order to gain climbing momentum. The steering is firm and precise, the controls are within easy reach, and gear changing is easy.

The engine is in unit construction with the clutch and gearbox, and the crankshaft is carried in four main bearings of generous area. Engine lubrication is on the high pressure system, and all other working parts are lubricated by spray from the crankshaft and connecting rods. The clutch is of the

single plate type and light to operate, and the other member of the unit construction, the gearbox, gives three speeds with central control. Transmission is by straight line drive to a semi-floating rear axle, and torque and drive are taken through springs of unusual sturdiness. The service brakes are of the four-wheel type, self-energising, expanding externally in drums of eleven inches diameter. The hand parking brake or, as it is termed, the parking brake is a departure from ordinary practice in that it also operates by internal expansion on all four wheels. The braking system is consequently unusually sound. The electrical system is of the six-volt type, on which American cars specialise.

There is no outstanding departure in chassis construction, save perhaps for the four-wheel side brake; the chassis as a whole is soundly designed and well made. The new note which is struck has relation rather to the coachbuilding. The Erskine combines very fine lines with an exterior that looks small, yet provides ample room within. True, the ceiling is low, but not so low as to be uncomfortable or to obstruct entry to or exit from the car. A happy and ingenious compromise has been arrived at: the car gains in appearance because of this apparent compactness; the roominess of the interior is a convenience. The windscreen is of the one-piece type, affording full vision, and is adjustable for ventilation. The doors are wide, there is an ingenious lock to each door, and the side windows of plate-glass are wide. Equipment is as full as could be wished. The car is fitted with bumpers front and rear, with a rear-vision mirror, an automatic windscreen wiper that clears a large arc, and a motometer. The interior accessories are mainly gathered on to a neat fascia board. They include a petrol gauge in addition to the usual ammeter, oil pressure gauge, and lighting switches. The horn switch is in the centre of the steering pillar. The lighting system is interesting, in that the head lamps are of the two-beam type. Double filament bulbs give a long beam for driving in the open country and a tilted beam for meeting on-coming traffic or for city driving. For parking purposes there is a special small bulb, and a rear traffic signal lamp is a convenience to those following behind.

As a coach the car is attractively finished, and the interior is unquestionably comfortable as well as roomy. It is a handsome and sturdy car, well found, giving a very good road performance, and the owner-driver should find it easy to attend to. In saloon form the price is £325.

## CARS WITHOUT AXLES.

Low Saloons a Feature of Paris Motor Show  
Novelties.

By the motoring correspondent of the Daily Mail.

I saw a very strange car to-day at the Paris Motor Show. It had no axles in the accepted sense of the word. All the weight of the car and its load is carried on the wheels, and each wheel is individually sprung.

If you come to a pothole, one wheel drops into it and receives a nasty jar. But it is clearly a personal matter between the wheel and the road. Its spring gets a bump, but the rest of the car escapes.

In normal practice the shock is received by the chassis springs and some of the effects at least are transferred to the chassis body and its load.

Again, one wheel might feel like skidding. In an ordinary axle the other wheel would in most cases be dragged into the business. But when the wheels possess their own individual springs the chance is that the other wheel would refuse to skid and would act as a brake on its partner.

It is said that with this new system a car can be driven over the roughest road and still remain on an even keel.

I saw several more types of this suspension with various forms of wheel-springing, which suggests that French makers seriously believe in the new idea.

It is, no doubt, the outcome of the bad Continental roads; but the idea is one which is bound to receive attention throughout the world of motoring, for, if it is proved in practice that the wheels can be made to withstand most of the road-shocks without transferring these to the rest of the car, the life of the chassis, coachwork, and engine is going to be considerably lengthened. Motoring is also going to be very much more comfortable.

I also saw several new cars in which the front wheels are individually steered. Each wheel is steered direct from the steering box instead of one wheel steering the other by means of a tie-rod. This, again, is an important development. It is claimed that by this method front wheel wobble is entirely eliminated.

One wheel may start to wobble, but it cannot start the other wheel off. Danger of a front wheel skid—the very worst form of skidding—should be considerably reduced.

During the day I saw about 600 exhibits either arriving or already in position on the stands. In a corner of the Palais I came across a lonely open car, the exhibitor excusing its appearance by labelling it "Pour le sport." Among so large a company of cosy looking closed cars, it looked as old-fashioned as a hansom-cab. This show has sounded the death-knell of the open car.

French exhibitors have solved the luggage problem. The clumsy luggage-grid has been abandoned. In its place are neat trunks incorporated in the coachwork and painted to harmonise with the car's colour scheme. In most cases the designer has allowed for the carrying these luggage-containers in the design of the chassis, and they are placed where they obtain benefit from the rear springs.

The fashion in closed cars is to have the body almost touching the ground. One some models makers have not even provided a running-board, as driver and passengers can step into the car from the pavement without raising their feet. Frames have been dropped to give this near-the-ground result, and the centre of gravity is now so low that overturning should be almost impossible.

## MOTOR CYCLING.

### Types at Olympia.

The most outstanding feature of the new "Matchless" models from the point of view of appearance is that they are fitted with large pressed steel saddle tanks of handsome shape, finished in black with white cellulose enamel panels on the side.

In the 350 c.c. class a new model has been produced by Messrs. Collier. This has a 3.47 h.p. O.H.V. engine with two-port head and two large exhaust pipes equipped with large nickel plated silencers and fishtail outlets. Torque stays are employed in conjunction with a diamond frame and the chain and torque stays are trussed together.

## BREAKS RECORD.

A straight eight sleeve-valve Voisin recently broke the world's record for 24 hours of continuous driving, travelling 2724 miles at an average speed of 113.4 m. p. h.

A number of machines of 3.47 h.p. were shown on the A.J.S. stand. These included two models on which the ingenious system of chain-driven cam-gear has been standardised; as well as two 348 c.c. side-by-side valve machines.

Despite the fact that the overhead camshaft machines and the new lightweight attracted considerable attention, the better known A.J.S. models still retained their popularity with the visiting public.

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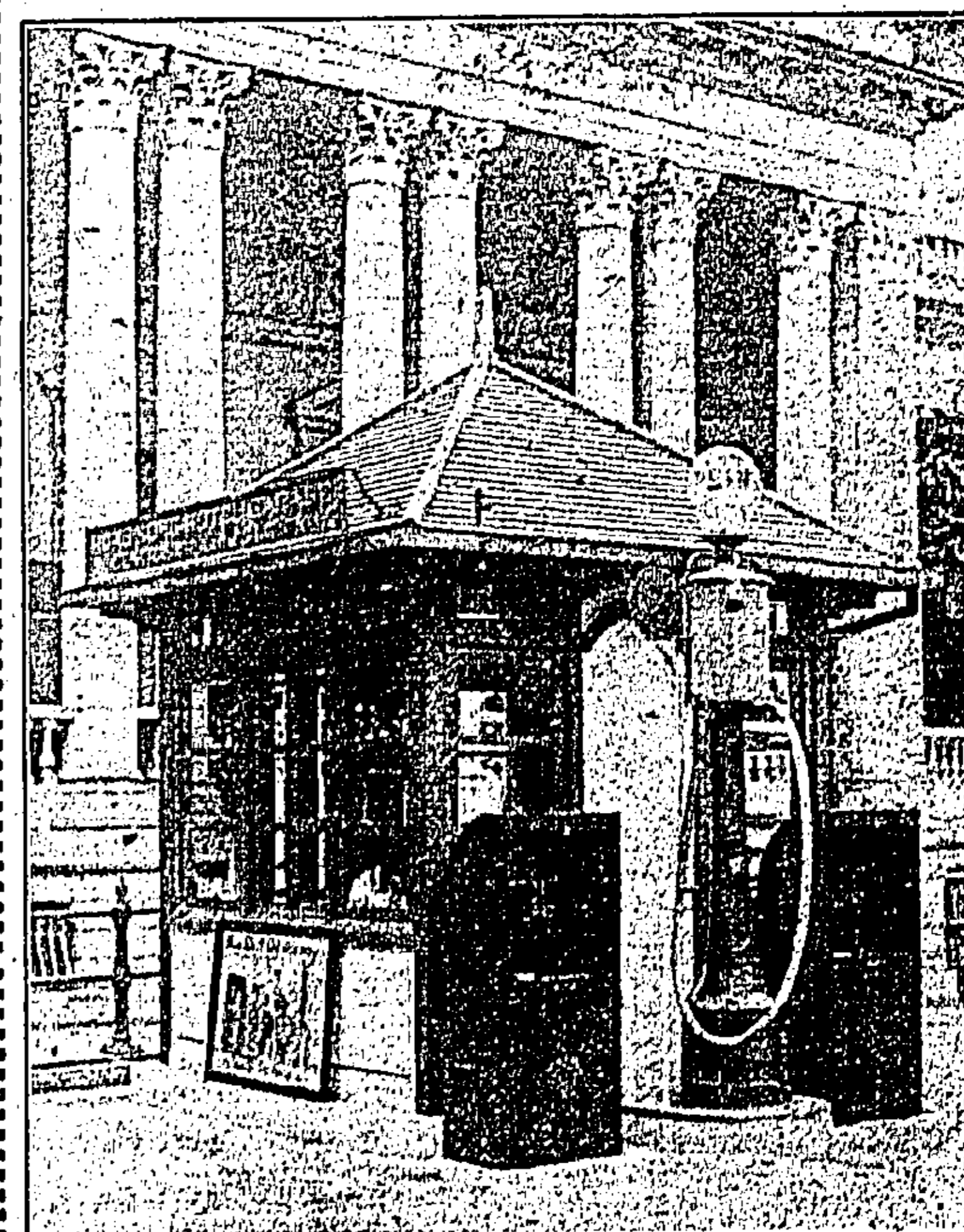
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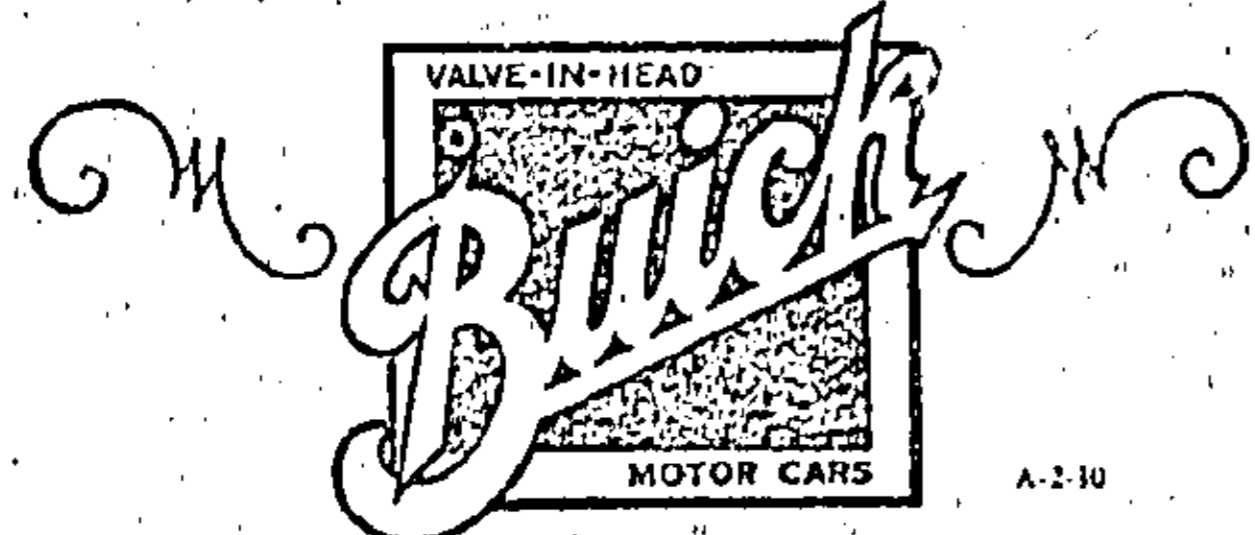


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ALBERT L. CLOUGH

## LOOKING OVER THE SPRINGS.

Have you looked over your car's springs lately? If not, it will be well to do so. With a stiff brush, clean off both sides of the front and rear ones, so that the edges of the leaves will show clearly and inspect each leaf on both to see that it is unbroken. At the same time, inspect the rebound clips (usually two on each end of each spring) to see that they are in place and tight enough to hold the leaves together, for if they are not, the spring will fail to act as a unit on the recoil and breakage of leaves will be likely. Also see that the axle-clips are intact and their bolts drawn up as tightly as they can be with a good socket wrench. If you find a rebound clip loose, have it riveted tightly in place. If the leaves are badly rusted rub them over thoroughly with graphite grease. The breakage of the main leaf of a spring is usually realized at once, because of the sag given the body or through its effects upon power transmission and braking, but one or more of the shorter leaves may break and the failure pass unnoticed. Nevertheless, a spring with even one broken leaf is seriously weakened, so much so that another leaf probably will soon fail and under the effects of some severe jolt, the main leaf will be bent beyond its limit of endurance and finally snap. Repairing a broken leaf immediately is good policy on the "stitch in time" principle, especially as replacing one of the short leaves is not a very expensive job. If one is willing to remove and replace a spring oneself, the cost of such a repair is comparatively little.

To remove a spring, jack up the car frame, close to the spring in question, until the wheel will turn on the floor. Remove the wheel to give working room. Soak the clip bolts and nuts in rust remover. Take the lock-nuts off the spring-eye bolts and screw out or drive out the bolts as may be required. Screw off the clip-bolt lock-nuts and nuts and drive up the clips, without burring their threads. The spring can then be lifted out. In replacing, use the jack and a drift-pin in reinserting the eye-bolts and be sure that the clip-bolts are drawn up tightly and the eye-bolts are correctly tightened, and their lock-nuts cotten-pinned. Complete replacement springs are now so readily obtainable at moderate prices, that spring repairing does not pay as it formerly did, but the above suggestions for removing and replacing springs, apply just as well to installing new ones.

**Clutch Slips on High Gear.**  
Question: Sometimes, in climbing a hard hill, on high gear, the engine of my car begins to race and the car slows down, which I suppose is because the clutch slips, but when I shift into second there is no racing of the engine and the car goes up the hill all right. Why should the clutch slip on high and not on second slipping?

Answer: Possibly, by washing off the facings of your clutch plates with gasoline, squirted through the hole in the top of the housing, you can stop this slippage, but more likely you will have to tighten the clutch. You

will find full directions for doing this in your instruction book, but if this has been lost, your service station can give you this information. The turning force transmitted by the clutch to move the car up a certain grade is much greater on high gear than on second speed and this added pull is enough to cause slipping, with second speed engaged, the transmission gears multiply the turning force of the engine, which is delivered to the rear wheels and less "twist" has to be conveyed by the clutch to produce the same tractive force at the driving wheels.

## Cone Clutch Suggestions.

Question: I have one of the older cars, which was built when they used the cone clutch with a leather band on it. This clutch bothers me some, occasionally by slipping but more often by taking hold with a jerk. Can you give me any pointers as to how to keep it working right?

Answer: If the present leather lining has worn very thin or has been overheated by too much slipping, you probably will not be able to get first-class results until you replace it. This clutch has adjustable springs under the leather, to make it engage gently and these may need to be made stiffer in order to avoid harsh action. Slipping is sometimes caused by engine oil having soaked into the lining thus making the leather hard and stiff. Sometimes this can be absorbed by means of fullers earth applied to the leather and then treating the spring with neatfoot oil. If the spring has become weakened, slipping may take place. Jerky engagement is to be expected unless the leather is pliable and the springs under it are acting properly. (Copyright.)

## MEXICO TO LEAD.

If Mexico continues its present rate of increase, it will have more cars per capita than any other country in the world except the United States, according to E.S. Jones, assistant sales manager of the Pacific Coast Star factory.

## THE CULT OF SPEED.

More Power Means Safety.

## LESSONS OF A BIG AND SMALL CAR.

The average speed maniac is much in evidence at the moment. Wherever motorists are gathered together comparing speedometer exaggerations, someone is certain to arrive with the news that he has done so many hundreds of miles in so many hours.

It has long been a standard error, much favoured by the authorities, but it was safer to drive over a "blind" cross-road at thirty miles an hour than along a perfectly open main road at 60, and it is hardly surprising to find that the motoring public are gradually becoming educated to this point of view.

As a matter of fact generally the driver who goes fast when he gets the opportunity to do so with safety and does not worry about his average over a long distance, is far safer than the man who pegs away regardless of road conditions and refuses to slow up for anything.

Several times recently I have been told by enthusiastic young men that they have averaged over 50 miles an hour on long journeys. In one case I can actually vouch for the time of leaving and of arrival. Exactly two hours were required to cover 106 miles including coming into London about ten in the evening, but even this was not a record, as my informant was actually passed by someone who had left the same place a few minutes later.

## Thick-Skinned Drivers.

Fast average driving depends entirely on the thickness of the skin of the driver. There is hardly a car made to-day that will not do 50 miles an hour and to average this speed over a long distance in fairly flat country it is only necessary for the driver to grit his teeth, keep his foot hard down on the accelerator, ignore everyone else on the road, and trust to Providence.

There is, however, one fact the more general appreciation of which would add greatly to the safety of our roads. The fast car is usually safer than the slow one because a normal average can be maintained without any dangerous driving as lost time can be made up on the open road without the necessity of forcing things in towns and villages.

Some time ago I conducted experiments with two cars on a route over which I have driven for years. One of the cars had a maximum speed of about 80 miles an hour, while the other could reach 50 comfortably. The former had also better brakes and acceleration, but it occupied far more space on the road. The whole journey was a little over 30 miles, including going out of London, and as I had to do it frequently first in one car and then in another, I kept careful check on the times to various points with a stop watch, and also got a friend to "clock" the time that I was going less than 30 miles an hour by the speedometer.

It is hardly necessary to state that I tried to drive normally in both cases, and did not hurry myself excessively. I was so successful in this that, on an average of over a dozen journeys, there was only a difference of 2 min. 6 sec. between the two cars per trip, that is to say, the small car accomplished the journey at almost the same average speed as the large one, though in one case the maximum was in the neighbourhood of 70 miles an hour and in the other 45. The readings for the large car showed that it was going under 30 miles an hour for

## COSTS ANALYSED.

Truck Performance.

## BEAN OWNER'S STATEMENTS.

Some remarkable results are shown by an analysis of the working performances of more than a score of Bean trucks. The information was gathered by Messrs. Dalgety and Co. of Sydney who wrote to owners asking for actual facts of running methods and costs.

Of one group of 21 replies received it was found that the trucks were at work on all classes of jobs, from town delivery to cut-back wool hauling, and that the average distance run was 11,905 miles, with average loading of 28 cwt. With this loading the average petrol mileage worked out at 17½ to the gallon, which is a good average figure for trucks in hard work.

Most astonishing result of all was the tyre mileage. In one-half of the cases the tyres were still running at the date when the information was made available, and showed signs of being good for many thousands of miles extra use. Notwithstanding this, the average mileage worked out at 9,304 to the set, which, for pneumatic tyres under all road and load conditions, is remarkably good. By the time all the tyres have run their full distance, the average would be materially augmented, and would probably run something around 12,000 miles to the set.

The last figures analysed were those for spare parts and repair costs, the average expense by each owner being £4 13s. 2d., or rather less than 8s. per 1,000 miles of running.

Based on signed statements by a comprehensive group of owners, this information testifies to the efficiency of this British truck, which is now manufactured entirely by the world-famous steel makers, Hadfield's, Ltd.

21 per cent. more time than the small car.

## Gains and Losses.

The road consisted first of all of bad London traffic, then indifferent suburban, then fast straight country, then twisty country with hills. This small car was nearly ten minutes faster out of London, lost all this advantage and nearly five minutes more in the open fast section, made it up again on the twisty bit, though losing slightly on the hills. The actual average maintained was just over 30 miles an hour.

Now these figures bear out my contention that though the two vehicles were driven at nearly the same average speed over the whole distance, the larger car was being driven far more safely. I could afford to go more slowly in dangerous places with the large vehicle, and this I believe is true of most drivers.

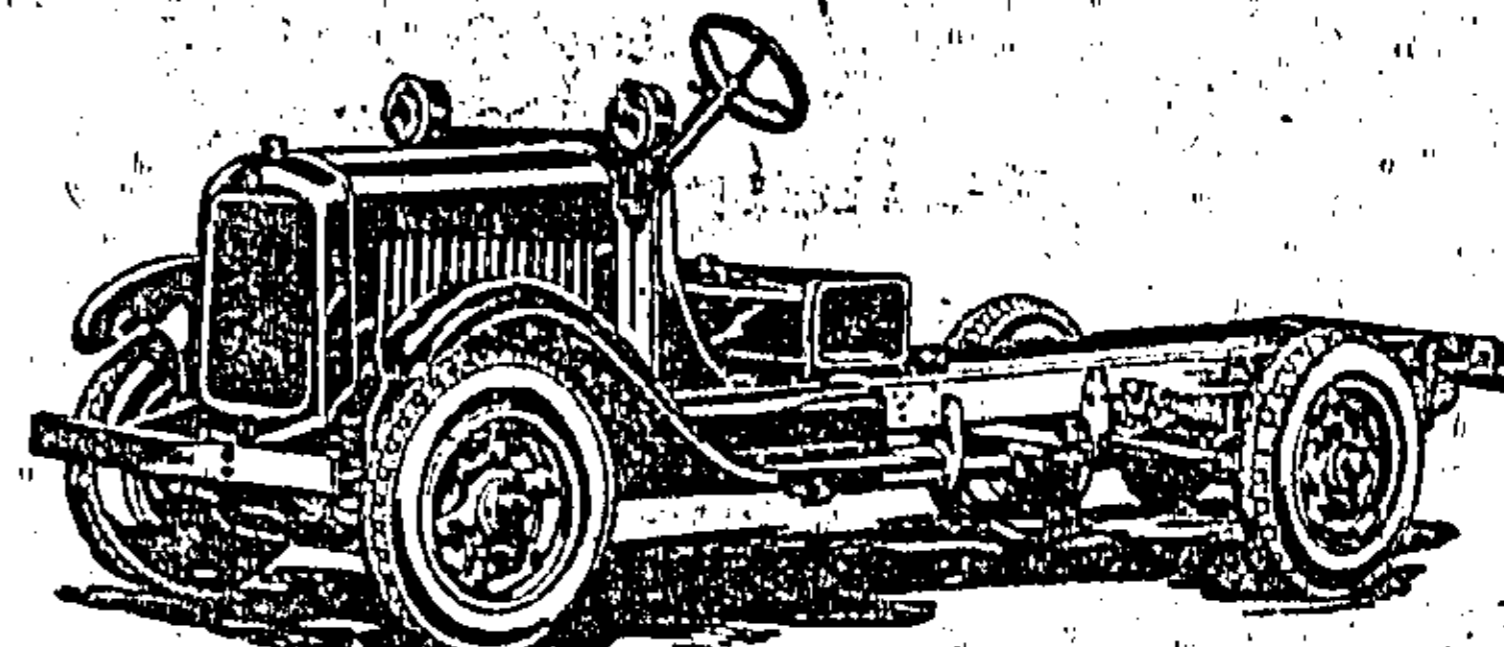
As a concrete instance, I found myself going through the only country town of any size on the route at nearly thirty miles an hour in the small car, while in the big one I was only doing 20.

Again and again I have found exactly the same thing on the open road. One passes a car where there is no traffic, no trees, and no obstructions of any kind, only to be passed again in villages or on blind corners simply because the slower car cannot afford to lose valuable seconds by easing up.

This averaging, then, is only a matter of driving sufficiently badly, as an average is more often maintained not by reaching high speeds, but by refusing to go slow irrespective of the conditions. Morning Post correspondent.

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162-inch wheelbase ..... 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

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150-inch wheelbase ..... 2,550

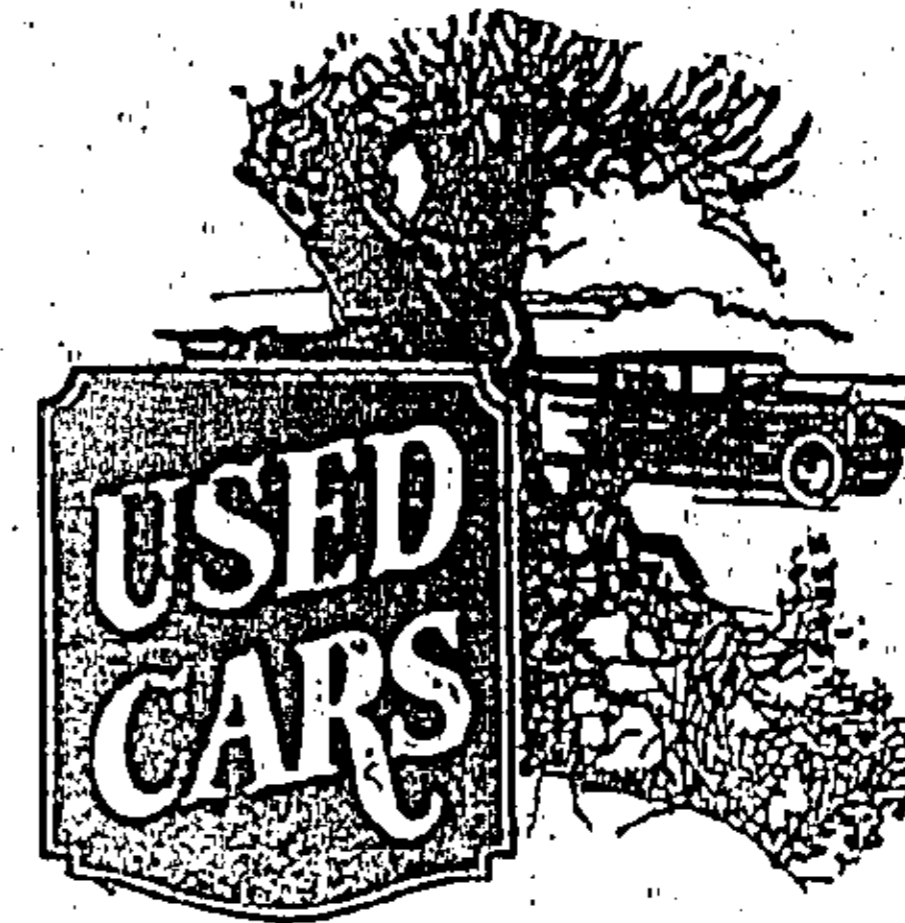
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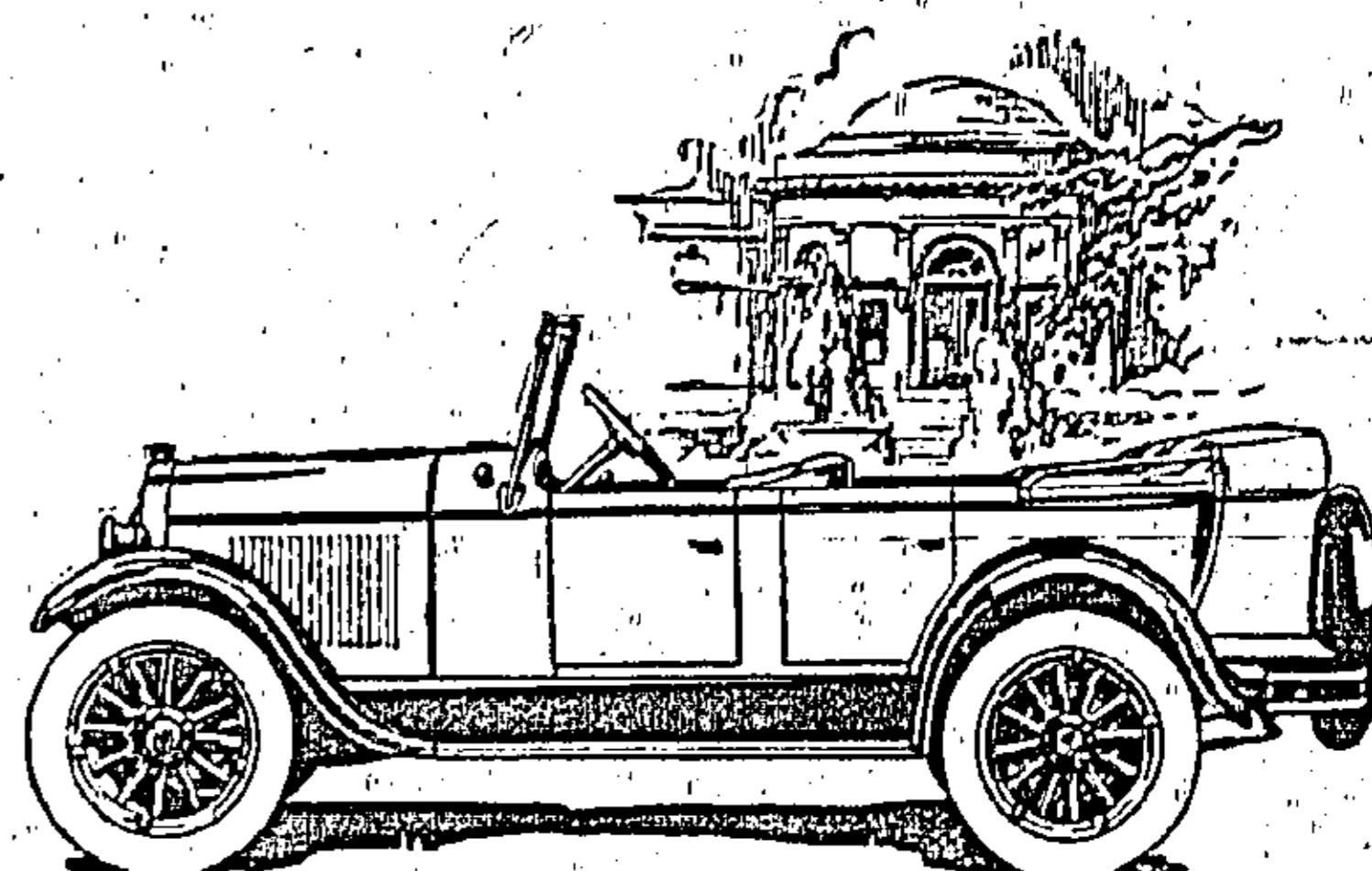
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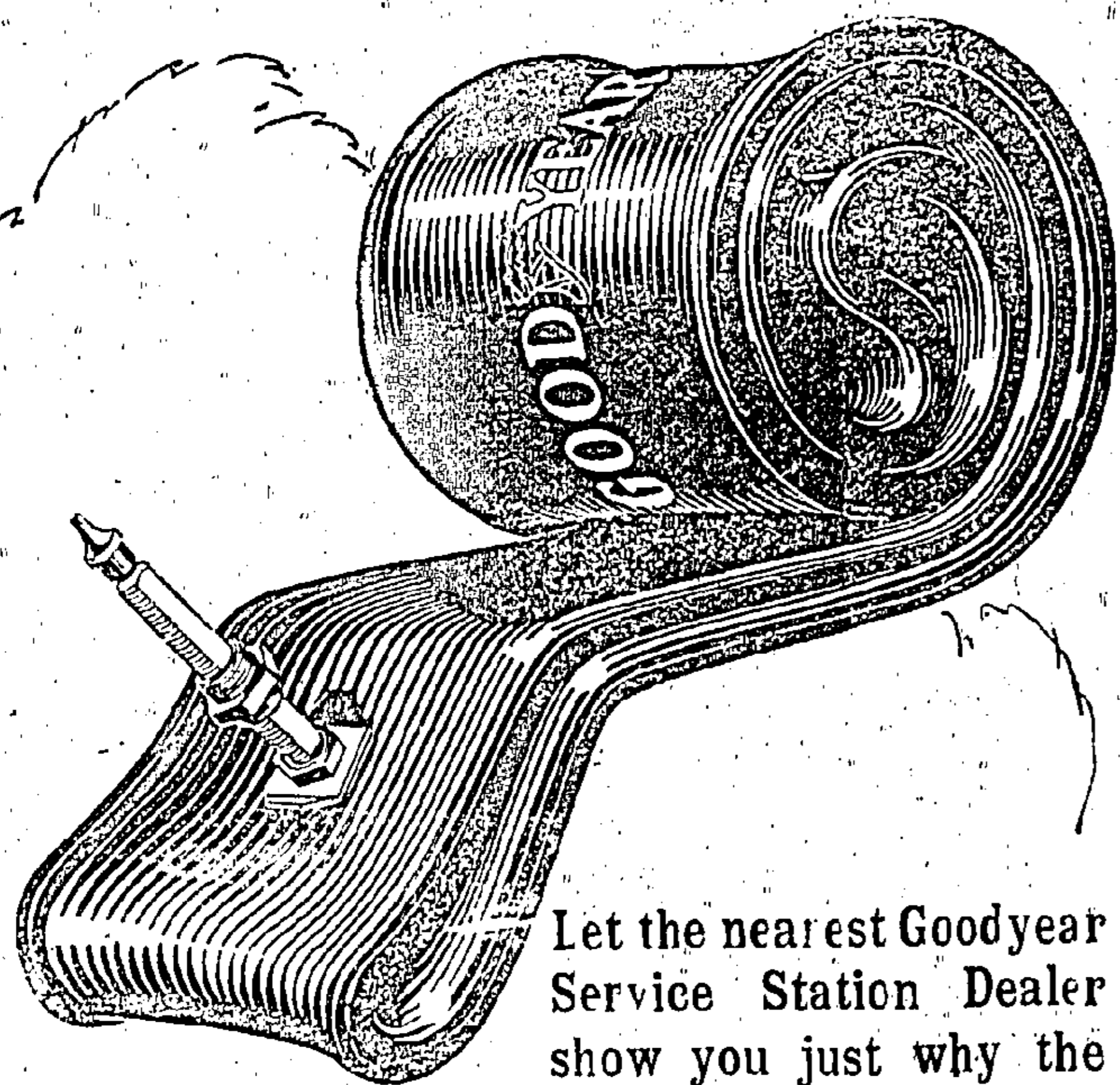
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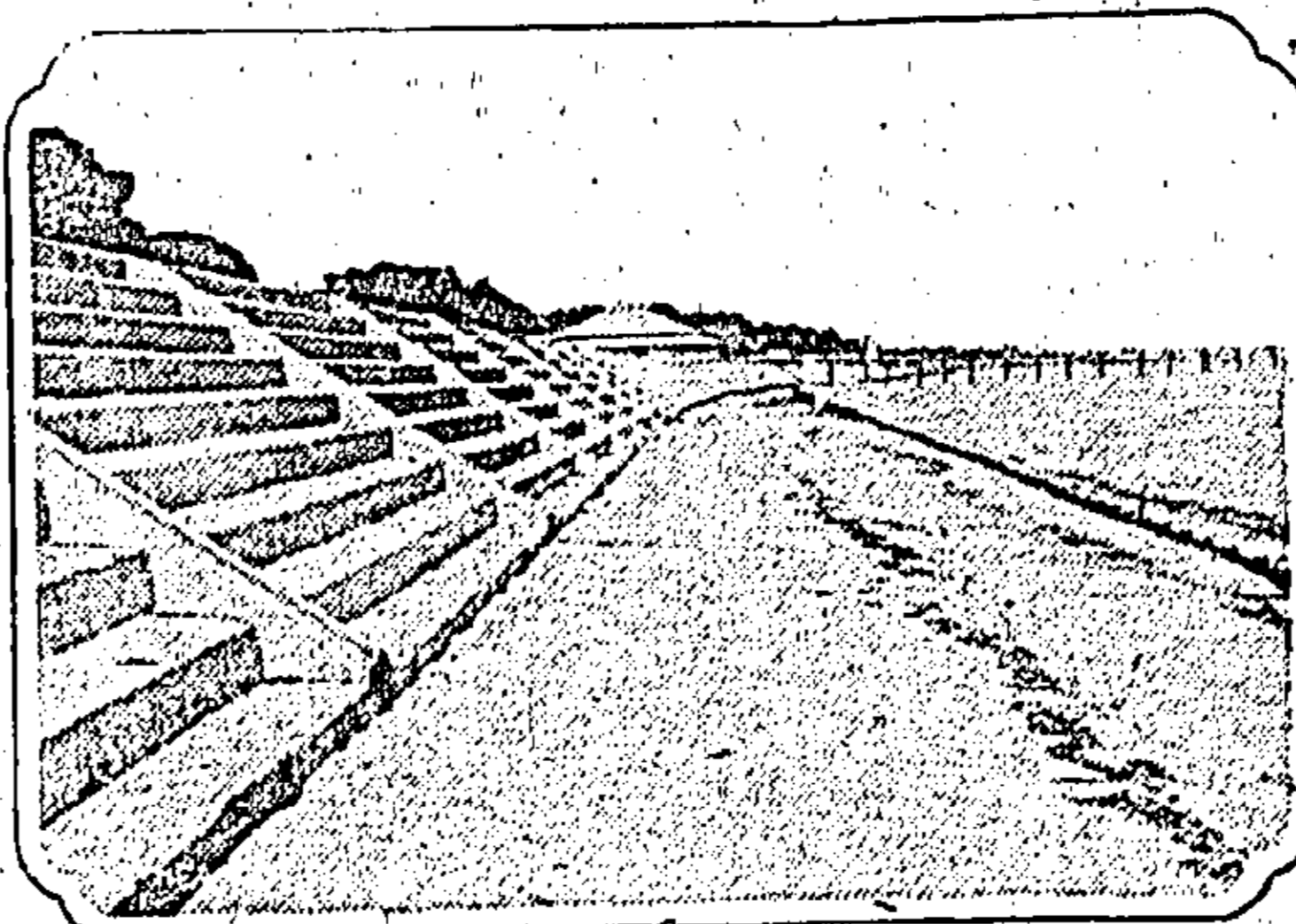
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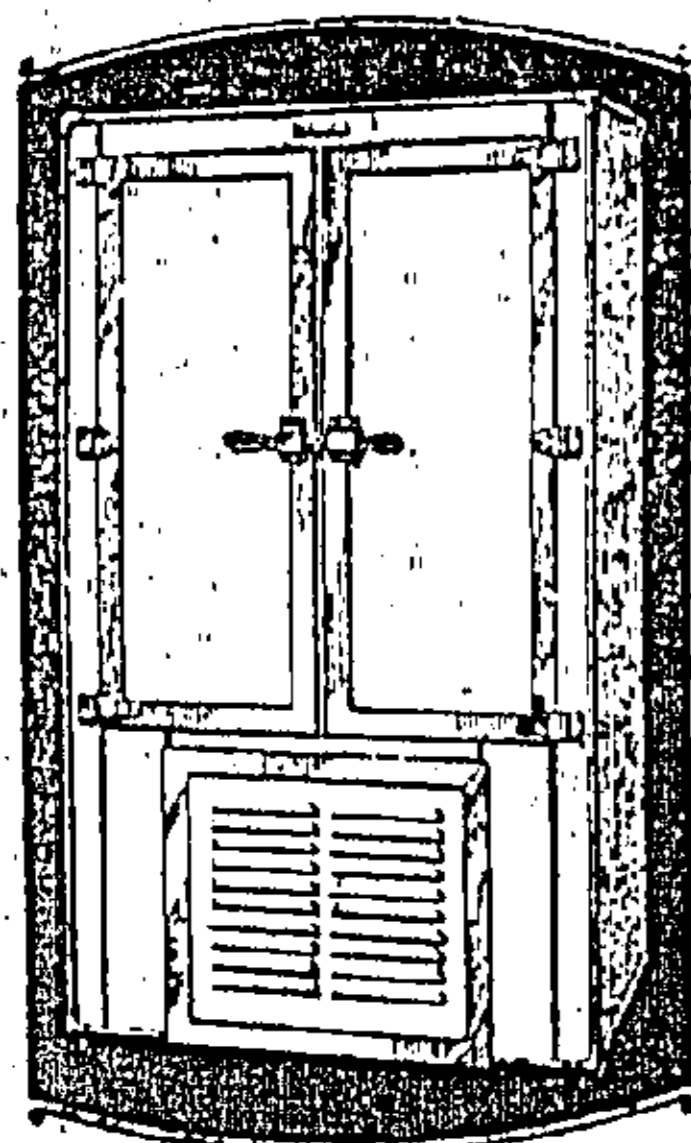
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## THE HISTORY OF "THE GREYS."

SCOTS REGIMENT'S GREAT RECORD.

"SECOND TO NONE."

The arrival of The Greys, at Edinburgh from a tour of foreign service recently coincided almost exactly with the 246th anniversary of the birth of the regiment.

It was on November 25, 1681, that a commission was issued to Thomas Dalrymple, authorising him to raise a regiment of dragoons, later to be known by the name of The Scots Greys. Since then the service of the regiment has justified its challenging motto, "Second to None," in itself a neat play on the regiment's alternative title of 22nd Dragoons. The Greys fought under Marlborough at Blenheim, Ramillies, Oudenarde, and Malplaquet. On their standards are borne also the battle honours "Dettingen," "Warburg," and "Willem's." They played a noble part at Waterloo. In the Crimea, The Greys formed the bulk of "Scarlett's Three Hundred" in the ever-memorable charge of the Heavy Brigade at Balaclava. Another long spell of peace soldiering was broken by the South African War, in which The Greys took part in the brilliant cavalry movements under French, which led to the relief of Kimberley and the surrender of Cronje at Paardeberg. In the Great War the regiment served throughout the whole struggle in France, gaining twenty-six honours, beginning with Mons, in 1914, and concluding with the pursuit to Mons, in 1918, which was the fitting "curtain" to the greatest war drama ever staged.

Jemmy the Angel.

At Ramillies, The Greys distinguished themselves in the pursuit, when two battalions of the Regiment du Roi were overtaken by the Scotsmen, who "broke in a la hussarde, sword in hand, at a gallop, killing or taking nearly all." After Malplaquet, Orkney wrote of The Greys in a curious strain of admiration: "Jemmy Campbell, at the head of the grey dragoons, behaved like an angel, and broke through both lines."

Breathes there a man with soul so dead as to gaze without a thrill on Elizabeth Thompson's "Scotland for Ever?" It shows The Greys charging at Waterloo, in the Union Brigade, against Ney's columns just checked by Pack and Picton. "On went the horsemen," wrote Cruesy, "amid the wrecks of the French columns, capturing two eagles and two thousand prisoners; onwards they galloped and sabred the artillerymen of Ney's seventy-four advanced guns; then, severing the trace and cutting the throats of the artillery horse, they rendered these guns totally useless to the French throughout the remainder of the day." The impetuosity of the attack cost The Greys and the other regiments dear, for when far beyond the British front and disordered by success, they were charged by a large body of French lancers and driven back. The eagle displayed on the appointments of The Greys commemorates the part played by them at Waterloo.

"Rally, the Greys!"

A more desperate achievement was the charge made by the Heavy Brigade at Balaclava, against a mass of over 2,000 Russian cavalry. The Greys were in the front line with a squadron of their old comrades, The Inniskillings. The Irishmen went in with ringing cheers, The Greys, "with a low moan of outbursting desire," which rose to a yell of exultation when the Russian mass was pierced. How the regiment rallied actually in the midst of the enemy's thickest squadrons was a wonderful achievement. But the shout, "Rally, The Greys!" vociferated by the adjutant, a man of gigantic stature, and with a voice the range of which was wont to be computed not by yards, but by the mile, wrought the impossible. "Men tried to gather the best way they could in a throng, and, by facing towards the adjutant, as the thunder of his voice had enjoined, began to show the rudiments of a front." After the action Colin Campbell galloped up. Uncovering, he thus addressed the regiment: "Greys! gallant Greys! I am sixty-one years old, but were I young again I should be proud to be in your ranks."

A humbler tribute, but no less real, is one revealed in a letter from an infantry officer, during the Retreat from Mons in the Great War: "During the evening The Greys came by, after covering the retreat of the brigade throughout the day. They had experienced much fighting and they looked war-worn, though in fine trim, as they filed by, their horses scrubbed with some wash to give them a khaki appearance and thus lessen their visibility. As they passed, with many empty saddles showing the sacrifices they had made, the

## BRITISH VALHALLA IDEA.

WESTMINSTER ABBEY AND ITS FUNCTIONS.

A MODERN CONCEPTION.

When, as at present, people are inclined to blame the old custodians of Westminster Abbey because they made it so difficult, without new building, for us and for those who will come after us to carry on the idea of Westminster Abbey as a national Valhalla, we are unjust to this extent, that we forget that the Valhalla or Pantheon idea, as we understand it, is comparatively modern, says the Observer. Dean Stanley went into the whole question with affectionate enthusiasm, and pointed out that, till quite recently, no such idea had been adopted deliberately anywhere. Great men of Rome were laid to rest along the Appian Way, but there was no prescriptive or exclusive right to such interment.

The Paris idea of the Pantheon was revolutionary, and continued for some time to afford a battleground for contending factions. The building itself was projected to take the place of the old fane of St. Genevieve—patroness and protectress of Paris—on the eve of the Revolution, and the revolutionaries showed their respect for the saint by breaking up her shrine and publicly burning her remains in the Place de Greve. To the church all Paris bore the body of Mirabeau to a resting-place "consecrated by supreme decree, on the spur of this time, into a Pantheon for the Great Men of the Fatherland" ("Aux Grands Hommes de la Patrie reconnaissante"). Thither went Rousseau and Voltaire, to be cast forth again, according to report, with Mirabeau. Three times a Church, three times a Valhalla, the Pantheon has known change enough.

Ludwig of Bavaria's costly reproduction of the Parthenon at Regensburg, with its carefully allotted niches for Germany's notables, was a modern conception. The placing of busts of great Italians in the Pantheon at Rome was interrupted by the restoration of Pius VII. Stanley came to the conclusion that Santa Croce at Florence could alone be compared with our Abbey.

Inflexible Righteousness.

We must remember that the Valhalla idea at Westminster grew very slowly, and almost by accident. It was natural that Kings should be borne to the Abbey Church from their palace at Westminster, and it was this natural proceeding which gradually produced the Valhalla idea, together with the allotting to Parliament of a meeting-place within the Palace of Westminster and the later building of the great Palace of Whitehall hard by—all tending to concentrate on the Abbey precincts. Yet, we shall find that, was some element of chance, for instance, in the beginning of Poets' Corner. Chaucer was buried in the Abbey, not because he was a great poet, but because he had been associated with the Royal Household, and there was no idea whatever of making a special resting-place for poets within the Abbey.

"Probably Stanley was right in thinking that the first beginnings of the Valhalla idea at Westminster can be traced to the Elizabethan era. Spenser died hard by the Abbey, but in his case there was a deliberate idea of the burial of poetry with him, and from that time dates the conception of Poets' Corner, though with some notable omissions. It was in the Elizabethan age that the conception of the greatness of England, of her high destiny among nations, began to take hold of the imagination of the people, and the Abbey began to assume a new character.

Even so, it is not certain that the Valhalla idea is completely accepted even now by those immediately responsible for the Abbey. "The authorities of the Abbey," in Drinkwater's terse sentence, "refused to receive Byron's body, as they have ever since refused to admit any memorial to him—so inflexible is righteousness." Nearly half-a-century later, Frederick Locker records a significant conversation with Dean Stanley: "About the same time I had been talking to Arthur Stanley of the burials in the Abbey, and he told me that there were certain people who, he sincerely hoped, would survive him, as, if not, he should be obliged to refuse them burial in the Abbey. The names of one or two distinguished people were mentioned, such as Carlyle and Mill."

men of the battalion leaped to their feet, lined the roadside, and cheered The Greys again and again. This spontaneous tribute, from tired infantry in retreat, to the cavalry that had been covering them, means more than a whole official despatch can ever convey.

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George was reading the paper when his wife came into the room. "What do you think?" she said, with the air of one imparting important information, "mother has just been telling me that she has made up her mind to be cremated."

George was on his feet in an instant.

"Very well, dear," he said briskly, "tell her to put on her things!"

He got upon the tram car and in quite a friendly air, said, "Mr. the weather's fine."

The Conductor answered, "Fare!"

That women are smoking less than they did is one of the conclusions that have been drawn from the annual stock-taking of London's Savoy Hotel's giant linen chest which has just been completed. Two years ago over 500 linen tablecloths and napkins used, on the average, to be discarded each month, most of them having been rendered unfit for further use by cigarette burns, and it was noted at the time that most of these burns were made by women who were smoking, not because they enjoyed it but for the sake of holding a cigarette.

It is a curious, but gratifying fact that men hardly ever allow their cigarettes or cigars to injure the virgin damask.

When a woman juror failed to arrive in time in Mr. Justice Horridge's court recently, Mr. Nollan, K.C., suggested that the court should wait for him. "It's a woman," Mr. Justice Horridge pointed out, and added, "We haven't quite changed the genders yet, though very nearly."

When a boy was summoned at Willesden for letting off fireworks in the street, his mother pleaded: "My son thought it was quite all right, because a policeman was watching."

A woman, charged at Willesden with shoplifting, was stated to have run away with three pairs of boots, and left her baby and perambulator in the hands of the shopkeeper.

The sleight-of-hand performance was not going very well.

"Can any lady or gentleman lend me an egg?" asked the conjuror, coming down to the footlights.

"If we had one," shouted a man in the audience, "you'd have got it long before this."

The possession of a motor car is not evidence of means—Mr. Justice Bateson.

Life would be very simple if only it were logical.—Mr. J. A. R. Cairns.

Every woman knows the most difficult thing in a house is a man.—Lady Astor.

Call not Dean Inge a pessimist, for he is a great prophet.—Rev. C. L. Tudor.

Thirty yards of Thorogmorton avenue, one of the City's busiest thoroughfares, were closed to smokers one night recently.

Crowds of City workers hurrying from their offices were astonished to find themselves stopped halfway down the street by officials, who asked them to put their pipes and cigarettes out.

The ban on smoking was due to an escape of gas from mains under the roadway, and so serious was the escape that two of the gas company's men, who were working in the street, were temporarily overcome.

Their comrades were, however, able to revive them without their being taken to hospital.

The auctioneer held up a battered fiddle. "Lot 24" he announced to his audience, who were for the most part neighbouring farmers, "Now what am I offering for this beautiful violin? Take a look at its case. See the blurred finger-marks of remorseless time. To the merry notes of this fine old instrument the broadest dunes of fair France may have danced the stately minuet in the glittering ballrooms of Versailles. Now, gentlemen, what do you offer me for this unique instrument?"

"Half a crown," said one.

"It's yours," declared the auctioneer cheerfully. "Now for lot 25!"

Lyman Brown of Portland, Me., archaeologist, told of unearthing musical instruments centuries old resembling the implements of modern jazz.

"We found horns made from animal tusks capable of producing weird moans like those of a saxophone," he said. "Other instruments resembled the clarinet. We also uncovered an assortment of drums which would have been worthy of a modern trap drummer."

He said the instruments would be turned over to the American Museum of Natural History.

## THREE JAPANESE ANARCHISTS.

TO BE DEPORTED FROM SHANGHAI

PLOT ON CONSULATES.

Three Japanese conspirators and anarchists, alleged to have been concerned in a plot to blow up several Japanese consulates in China, are at present in Shanghai awaiting transportation back to Japan, where they are being deported, one of them to serve a term of imprisonment in the Katabuchi Penitentiary, Nagasaki. The names of the three are Matsunaga, Sano and Kumagai, the last named to go to Nagasaki, states the *Shanghai Mainichi*.

These men have been in the hands of the Japanese authorities for some time, but publicity upon their case has been withheld pending finality. They are believed, says the Japanese Press, to have been acting in collusion with notorious anarchists such as Iwasa, Tanaka, Mizunuma, and Watakawa who are followers of Oang, another notorious anarchist leader who was put to death by a military officer during the great earthquake of 1923.

These men are suspected of having conspired to destroy the Japanese consulates in Shanghai, Taiching and elsewhere, and for this purpose they had secured bombs and other necessary implements. All wore Chinese dress continually and were supposed to have left for Hankow on July 19 thence travelling overland to Tsingtao by the Langhai Railway to avoid detection.

This became known to the Japanese authorities, however, and the men were arrested before they left Shanghai, all of them being residents of the French Concession.

Kumagai, who is a member of the Anarchist Party, was once connected with the Glaza Incident which occurred in Tokyo in May, 1926. In April this year he was charged with violation of the public peace in Tokyo District Court and sentenced to eight months' imprisonment. After that he succeeded in eluding the police and came to Shanghai in connexion with this other affair, in which he was to receive the aid of several other well-known Communists.

The three men are to be sent back to Japan on the first available steamer.

## RECENT SHOOTING AFFAIR.

VICTIMS DOING WELL.

On enquiries this morning, it is learned that Sergeant McMahon, as well as the constables who were injured in a street battle with armed robbers, are doing very well and are all expected to recover.

In regard to Sergeant McMahon, it is understood that a further operation may be necessary, but if nothing untoward happens, he should be out of hospital within the next month.

## YAUMATI FIRE.

INJURED SOLDIER PROGRESSING.

In connexion with the Yaumati fire, reported elsewhere, no loss of life occurred and at the moment the extent of the damage is unknown.

The soldier who was injured was Private Ernest Kental, of "D" Company, Queen's Regiment. His injuries are mainly on the head and he is reported to be making good progress.

## THE LIFE OF CHRIST.

A NOTABLE FILM FOR STAR THEATRE.

Among the pictures to be screened in the local cinemas during Christmas is the big German production, I.N.R.I. (Jesus of Nazareth, King of the Jews), which will be screened at the usual performances in the Star Theatre on Sunday and Monday. I.N.R.I. is the most ambitious effort yet made to present the Life of Christ on the screen. The picture has been made with reverent care and the leading parts are all portrayed by actors of distinction. Three years in the making, I.N.R.I. is now being screened all over the world as a beautiful sermon to Christians in every land.

## GEN. DUMONT VISITS MANILA.

FRENCH MILITARY ATTACHE.

Brigadier General G. A. L. Dumont, French Military Attache at Washington, who will be an official guest in Manila for three weeks beginning December 22, has had a distinguished career, according to word received at Fort Santiago.

General Dumont entered the Ecole Supérieure de Saint Etienne, October 21, 1889. In 1891 he was commissioned second lieutenant of cavalry. He entered the Ecole Supérieure de Guerre, in 1897 and was made chief squadron major in 1911. In July 1915 he was appointed Commissaire Militaire of the Northern Railways of France and promoted to lieutenant colonel the following year. In 1917 he rose to the grade of colonel.

Because of his brilliant war record, he was detailed as French Military Attache at Washington in 1920, which position he has occupied to date.

His promotion to brigadier general was made three years ago.

He is an officer of the French Legion of Honour and wears the French Croix de Guerre with palms. The United States government has decorated him with the Distinguished Service Medal for his services.

A large haul of 214 tins of prepared opium was taken to the Water Police Station yesterday by Chinese detectives. The opium was discovered in a bag, which was tied up by a rope on to the Tin Ching Wharf, Taikotsui.

## OUR DAILY TALK ON HEALTH.

TEETH, TOBACCO PLAY PART IN CANCER.

CONSTANT IRRITATION.

Statistics on cancer have not yet been so fully and carefully recorded that it is possible to say how frequent cancer of the tongue actually may be. Apparently it is occurring in an increasing number of cases and possibly more often somewhat younger in life than used to be the case.

While it occurs more frequently in men, it appears also in women and some authorities are inclined to assert that the increasing frequency of smoking by women may have something to do with the increasing incidence of cancer of the tongue.

The vast majority of victims of cancer of the tongue are excessive users of tobacco. The nicotine, the heat and the mechanical irritation seems to have a chronically irritating effect.

Sharp Teeth Contribute.

Imperfect teeth and badly fitted false teeth also serve as sources of chronic irritation. A sharp tooth, which is constantly cutting the tongue, as pointed out by Dr. W. H. Schmidt, will produce cancer. By continued irritation the ulcer may develop those properties of rapid and uncontrolled growth that are associated with cancer.

When a cancer of the tongue is seen early by a competent physician, it is possible to remove it by surgery, to treat it with radium, or to remove it by the use of modern burning methods—with electric knives or cautery.

Job for Specialist.

Such work is done by specialists in hospitals who have made a study of the various techniques.

An investigation made in the New York City Cancer Institute vindicated that in most cases patients with cancer of the tongue came to the institute too late to permit the application of proper surgery.

The driver of public car No. 439 reported to the police that his car collided with a moving tramcar on the Praya East yesterday. A passenger of the car was injured in the forehead by a piece of broken glass, and had to be removed to the Government Civil Hospital.

## AMERICAN GIRL MURDERED.

DISMEMBERED BODY FOUND.

Los Angeles, Dec. 17. The murder of a 12-year-old girl whose body was dismembered by her slayer has precipitated the greatest manhunt in the history of the local police. Thousands of private citizens are assisting the authorities in their search for the murderer. In addition, every police department in the United States and Canada has been requested to be on the look out for the slayer.

The victim of the crime was Marian Parker, the daughter of an assistant bank cashier. She was kidnapped from school last Thursday by a man who said that her father had been injured and that he wanted her.

Police attempted to trap the murderer yesterday when he came to get a ransom of \$1,500 in gold notes which he had demanded from the child's father, but he eluded them, and in fleeing threw from his automobile a bundle which proved to be the mutilated torso of the girl. Today, the girl's arms and legs were found in a park, wrapped in newspapers.

Police compare the case to that of Robert Franks whose murder by Richard Loeb and Nathan Leopold attracted nationwide attention.

Rewards totalling \$50,000 have been offered for the capture of the murderer. As the scope of the manhunt extends, police are reaching a conviction that the slayer was of the educated, master criminal type. Two suspects are being held. Handwriting experts say that a woman also was involved in the crime.

## HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

1. Where are these places: Riga, Bukharast, Belgrade, Tanganyika, Zarzibar?
2. Which of the following are real characters, and which are of fiction: Ivan the Terrible, Sir Roger de Coverley, Vasco da Gama, Mr. Polly Tintoretto, Petronius, Terence Mulvaney?
3. Whose was "the face that launched a thousand ships"?
4. Complete the following pairs: ... and Sankey; ... and Nicolette; Hansel and ...; Cabages and ... and Adonis; rates and ...
5. Who wrote these books: "Letters from a Self-made Merchant to His Son," "The City of Beautiful Nonsense," "The White Monkey," "The Card," "Tono-Bungay," "The Blue Lagoon," "Henry Esmond"?
6. In which countries did these war songs originate: "The Long, Long Trail," "Madison," "Pack Up Your Troubles," "Tipperary"?
7. Which famous Frenchwoman was renowned for her wit and charm and her many lovers until she was over eighty?
8. Who were the first men to fly across the Atlantic?
9. Where are the world's highest tides?
10. What do these Latin phrases mean: *sine qua non*, *ex cathedra*, *per ardua ad astra*, *inter alia*?
11. Where are these famous buildings: The Kremlin, St. Mark's, the Flatiron, the Louvre, the Acropolis, Quat d'Orsay, the Adlon Hotel?
12. Who is the present Dean of St. Paul's Cathedral?

Canon Archdall Hill, vicar and rural dean of Hove, Sussex, was recently married to Miss Marjory Cooper, who for 6 years acted as his secretary.

## HONGKONG CHAFF

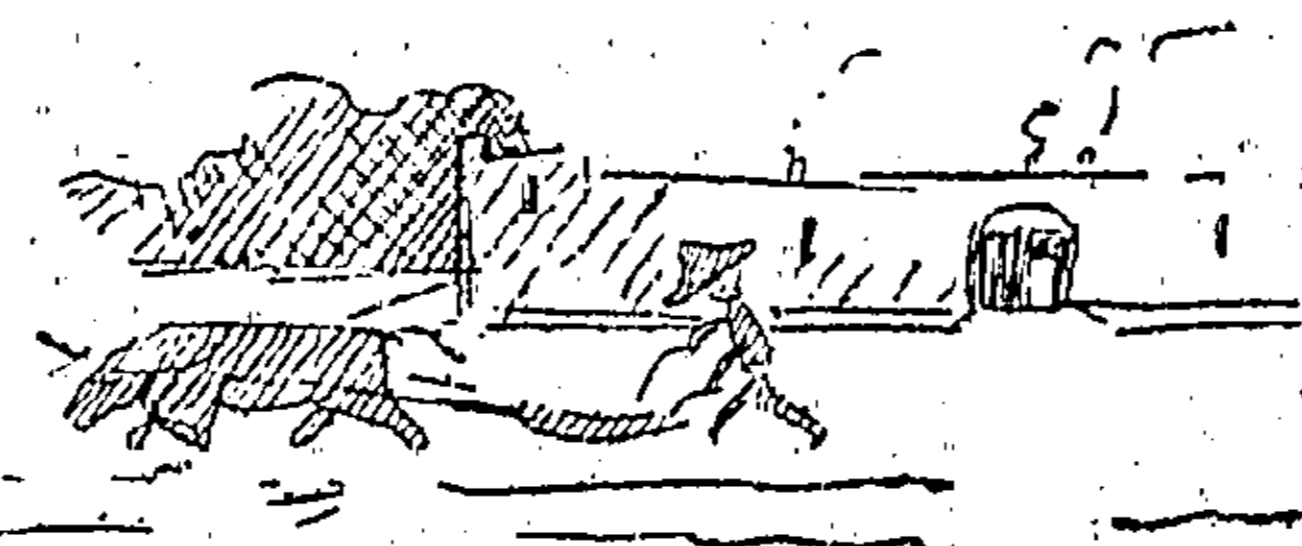
By B. R. B.

There's plenty of tillage

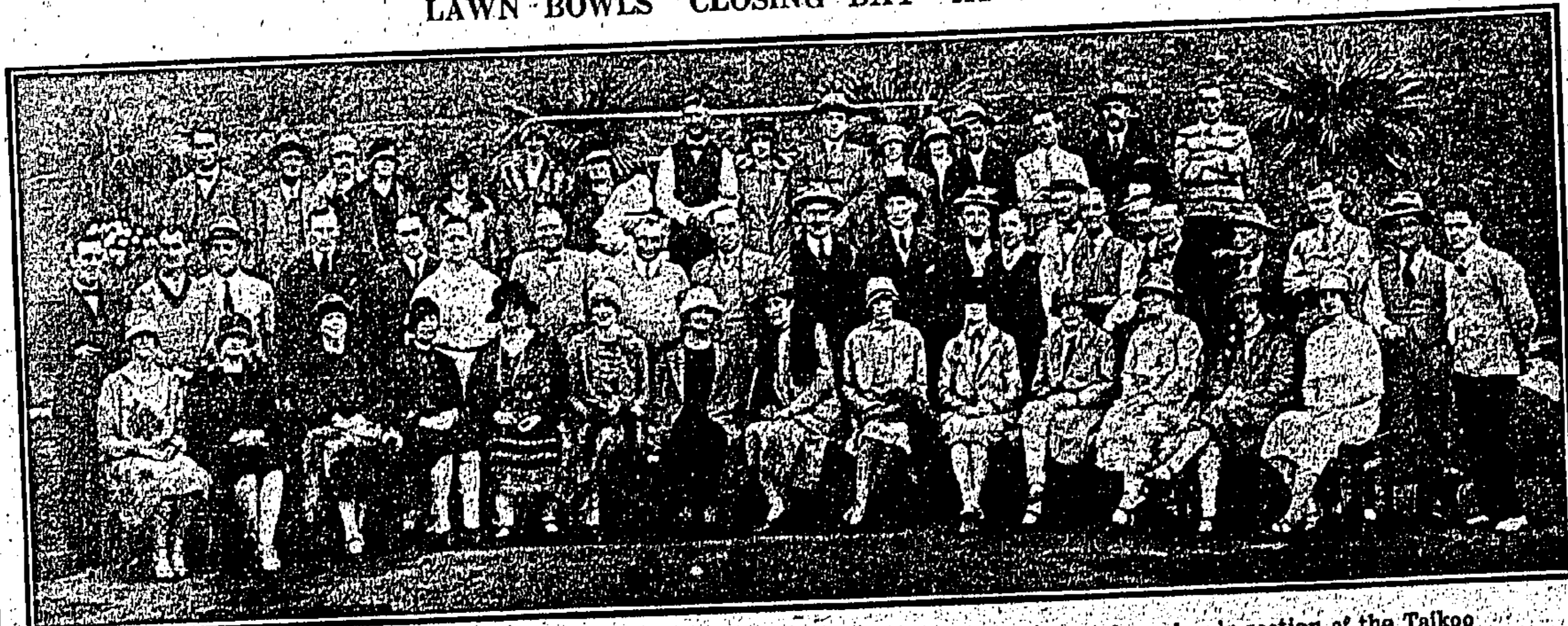
About a Chinese village.

There is, as well.

Plenty of smell.



## LAWN-BOWLS "CLOSING DAY" AT TAIKOO.



Group photograph taken on Saturday last on the occasion of the "Closing Day" of the lawn bowls section of the Taikoo Recreation Club. (Photo: Mee Cheung).

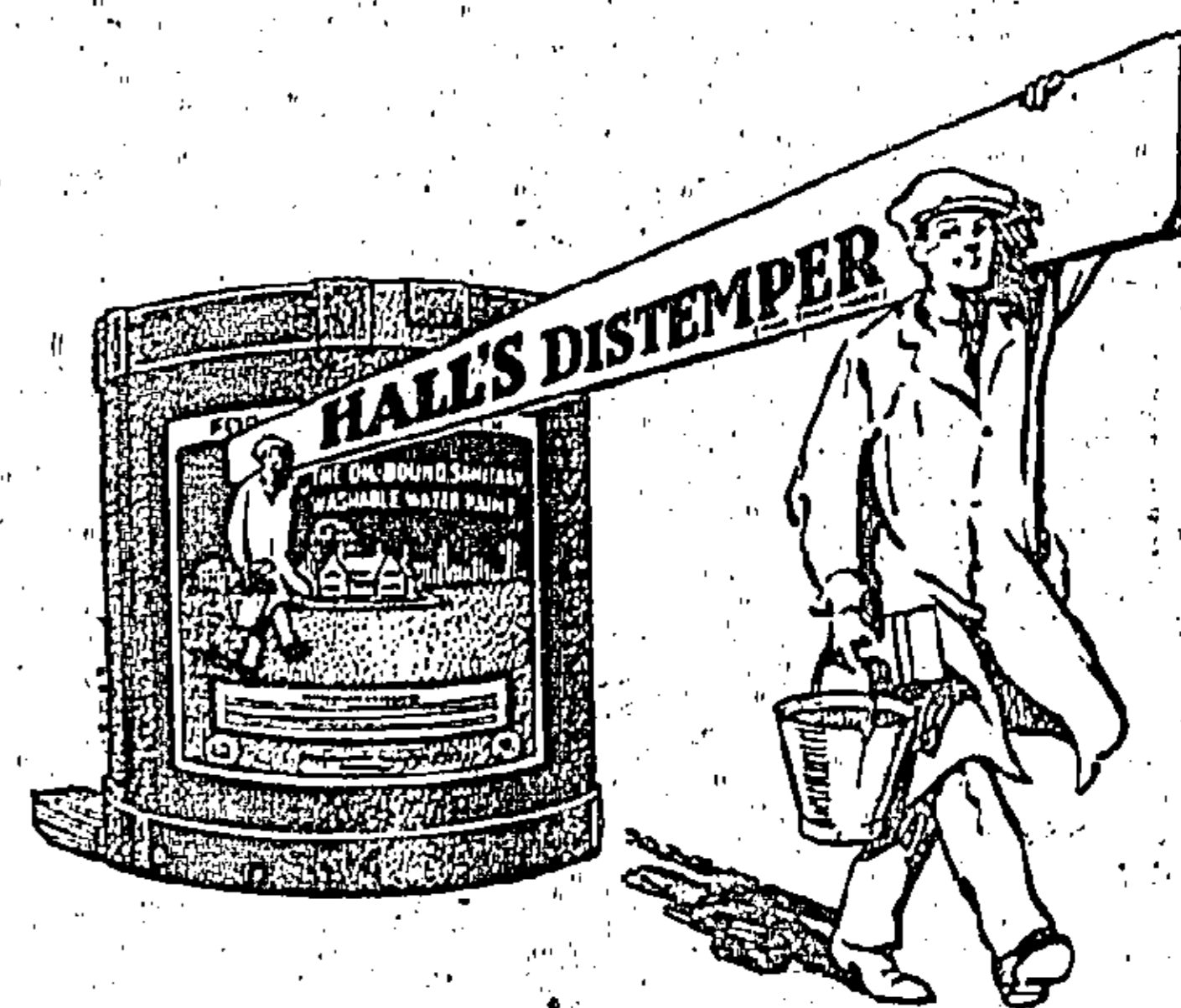
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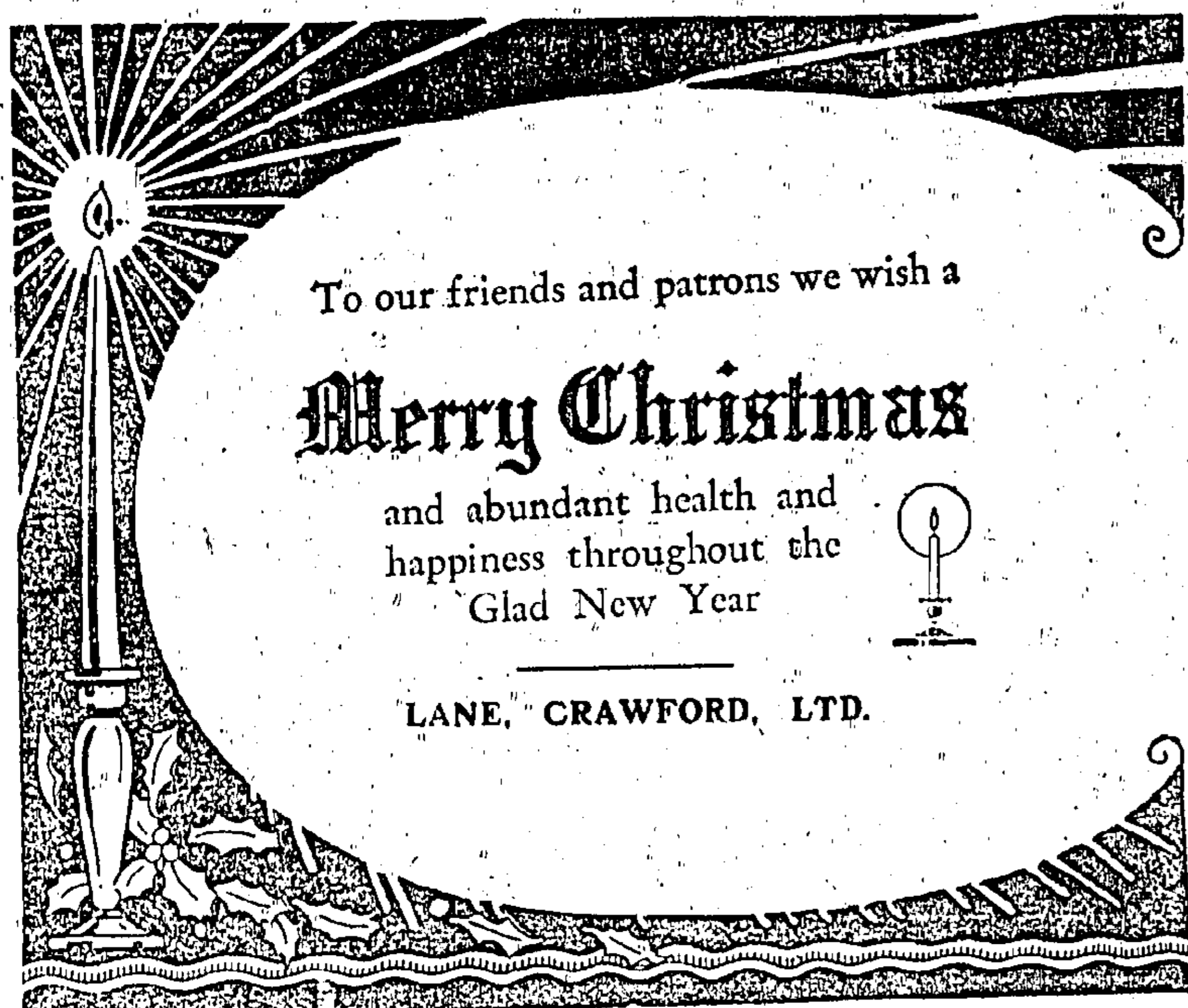
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and abundant health and happiness throughout the Glad New Year

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## SHANGHAI TRIAL.

## SELECTING TEAM FOR INTERPORT.

## STRONGER THAN EVER.

The opinion that Shanghai will be able to field a side stronger than any previous representative team when Hongkong pays its Chinese New Year's visit for the soccer interport, is expressed by a Northern commentator in the *Shanghai Times*.

One or two trial games have been held, the most recent between the Possibles and Probables taking place on Saturday last. The grounds were water-soaked and the writer says:

The trial in itself could not have been much assistance to the selection committee of the S.F.A., who, even if the ground had been hard and perfect, would not have been much influenced by the display put up by any individual player in any one match—"trial" or not. Such a match may furnish an opportunity of deciding between the claims of players when there is practically nothing to choose between them. But teams are not usually selected from such encounters, the process of selection having gone on for many weeks before the "trial". Thus, as a measure of form, the trial was perhaps not so spoiled as one would at first imagine.

Interesting Comparisons. Taking the players man by man and comparing them is interesting, though possibly not particularly instructive. As a matter of interest, then:

Of the two goal-keepers Loveland had by far the more work to do and did it well. Goldsmith was safe, but was not called upon seriously to exert himself. He showed a tendency to be uncertain along the ground, which was not altogether the fault of the slippery surface. He has shown the same tendency in recent matches in which he has appeared for the Police. In regard to a goal-keeper, it may be as well if the selection committee had a look at Frearson of the Vindictive, if it is possible for a marine on one of the ships in port to qualify for the team.

Frearson in goal is someone really worth watching, and would probably be an improvement on either of the two men who turned out yesterday. Of the backs, Palmer, though not outstanding yesterday, should be a certainty on previous form. The choice of a partner will be difficult, as between Hathaway, Marcell, and Wilkinson there is little to choose.

## "Torry" Wilson to Skipper.

For ourselves we should like to see Torry Wilson in the back position, as there are outside lefts in Chen and Aldequer who could probably fill the latter position quite as well as he could and he would be in a better position to direct the eleven as captain as a back than as an outside forward.

The half back line should be a problem. Gash and Costa both have claims to the centre-half position. Yesterday Gash was quite in his old form against tougher opposition than Costa had to face. Both are delightful players to watch, but Gash has the weight and an edge in experience, as well as having had the benefit of captaining the team before, to make it probable that he will be the more valuable player of the two in a representative match. Costa's skill with the ball and delightful passing would not be wasted in a flanking position on the half line. Pote Hunt appears to have established himself in the outer wing half position. For a youngster he has fine ball control and all the nerve requisite for the position. In the absence of Price, he looks to be the man to fill the gap.

## Lively Forward Line.

Among the forwards there is a glut of good inside lefts. Lee Wai-tong deserves the position. So does Coulcher. With Coulcher liable to be crooked, it might be as well to give the post to Lee, despite the former's well known understanding with Goldman. Wright of the Northants, who played inside right yesterday, appeared to be more at home with his left foot than the other, and if there were an accident which deprived Shanghai of the services of both Coulcher and Lee—which is unlikely—he might be a useful man to fill the position. As it is, his deadliness near goal seems to indicate him as the man for the inside right post. If he does not fill it, Sinclair, who was not playing yesterday, should have a chance, owing to his understanding with Goldman, and his play with Baxter, who looks a certainty for the right wing.

Goldman is the pivot by choice. In his absence Tal and Wright have strong claims. On the left Wilson is good enough to hold his own against all comers, but in the opinion of the writer, he would be more valuable in some position

## MAN ORDERS TROUSSEAU.

## WEST END SHOPS VICTIMISED.

A man who was said to have had West End mannequins paraded before him and to have ordered trousseaux to the total value of £3,712 at eight establishments and then vanished, appeared before Mr. Mead, the Marlborough-street magistrate, on November 24. The man, Harold Vincent, a canvasser, of no fixed address, pleaded guilty to incurring under fraudulent pretences last August £5 12s 11d, with intent to defraud Mr. George Alexander, proprietor of the Park View Hotel, Knightbridge. He also admitted stealing on August 18, at the same hotel, a wristlet watch belonging to Rna Maud Rice, a shorthand-typist.

Mr. Muskett, for the Commissioner of Police, said that Vincent had been convicted seven times. In June 1916 he was sentenced to three years' penal servitude at a field general court-martial for absence from duty, fraud, and conduct unbecoming an officer.

He came under the notice of the police again on November 16, as the result of a visit he paid to an employment agency in Soho, where, in view of the suspicion he aroused, detectives were called in. Vincent was arrested.

It was then found, said Mr. Muskett, that Vincent had been on November 8, 11, and 15 to eight West End costumiers or lingerie establishments. The story that he told was that he had a sister in Canada about to be married and she had deputed him to come over and buy articles for her trousseau.

At each of these establishments mannequins were dressed up to show the various garments. "And at each of these places," said Mr. Muskett, "he kept the staff for two or three hours engaged on this."

He ordered goods at these eight places, aggregating in value £3,712—most of the bills ran into £300, £500, or £600. He said he would return and pay for them, but he did not.

On August 15 he went to the Park View Hotel and a room was allotted to him. Vincent said that he was Dr. Vincent, of Eastbourne, and that he had been giving lectures at Shanklin, Isle of Wight. He added that he had come to London to give lectures at St. George's Hospital. This was "all moonshine."

Vincent asked if he could bring a typist to the lounge of the hotel in connexion with his professional work. He was given permission to use the lounge for that purpose provided that he did not cause any inconvenience to others. There he incurred £5 12s 11d liability for food, wines, and so on. When the account was presented Vincent said he would go to Cox's for the money, and he then vanished. While he was at the hotel he stole the typist's watch, "a mean and despicable act," said Mr. Muskett. He pretended that he had no watch of his own, and persuaded her to lend it to him. He also borrowed two six-pences for cigarettes.

The typing he gave her to do was about the blue light and red light houses of France, work which must have been very distasteful to her. Vincent's age was 38.

Mr. Mead remanded him for a doctor's report.

## U.S. STOCK MARKET.

## EXCITED OVER STEEL SHARES.

New York, Dec. 23. On the stock market, frenzied buying of United Steel Corporation stock broke out in the final hour of business, carrying the price nearly five points to 15 1/4, which is the highest figure for several weeks.

The rise is attributed to the revival of rumours of a special stock distribution early in 1928. The increased demand for steel is undoubtedly a stimulating factor.—*Reuter's American Service.*

Mr. J. R. Clynes has repudiated statements that the National Union of General and Municipal Workers had "poached" members from the Miners' Federation.

where he could exercise the control of a captain with more ease. There are plenty of good men who could do the work on the wing as well as Wilson, though they are not so versatile or experienced in class football.

With so many candidates for positions in the team, the selection committee are bound not to please everyone interested, but Shanghai football enthusiasts may reconcile themselves to the fact that, whoever is chosen, Shanghai should be able to put out a team this year which will eclipse anything previously turned out against any port. The talent at the selection committee's disposal is sufficient for that.

## TICKET-OF-LEAVE SHARE-PUSHER.

## £1,000,000 FRAUD.

New York, Dec. 18. American share-pushers, who since the *Daily Mail's* exposure of their activities in England, have developed an amazing spirit of enterprise in their own country, are mourning to-day the arrest of one of the chief ornaments of their profession, Charles Knightly, just as he was preparing to deprive gullible investors of £1,000,000.

Knightly, who was apprehended recently at Detroit, had opened palatial offices in the General Motors building in that city and had started the publication of the *Vertical City News*, which falsely purported to be the house organ of General Motors Corporation.

As bogus representative of the Du Pont interests he secured banking support for several grandiose schemes—one for the purchase of several thousand acres in the heart of the city on which he proposed to construct homes for working people and another for the erection of an elaborate American club in Canada. Stock in both enterprises, aided by an expensive advertising campaign, had been sold extensively throughout the United States.

The "Better Business Bureau" secured his arrest after exposing the fact that Knightly is a ticket-of-leave man who three years ago used the name of Mr. Edsel Ford in a frustrated scheme to collect £1,500,000 to transform Lynn Harbour and Saugus River into deep waterways and to erect great industrial plants on marshes near by.

## £6,000,000 LINER.

## WORLD'S BIGGEST AND FASTEST FOR CUNARD.

The Cunard Line has decided on plans for the construction of the world's biggest, most luxurious, and fastest liner, and the order will be placed very shortly.

It is to be more than 60,000 tons, will cost £6,000,000, and will take two years and a half to build. Only yards on the Clyde or the Tyne could build such a large vessel.

The largest of the Cunard fleet is the *Berengaria* (52,226 tons), formerly the German liner *Imperator*.

The new vessel will be considerably more than 1,000 feet long and will surpass in other dimensions the *White Star* liner *Majestic* (56,551 tons, and 915 feet long), formerly the German liner *Bismarck*, the present largest ship in the world.

Other details of the Cunard's new vessel are not yet available, but it is stated that when they are announced they will be found to surpass anything in the way of luxury and accommodation yet afloat.

The ship is expected to carry between five and six thousand people.

The *White Star* Line is also credited with having under consideration the construction of a giant liner.

The Cunard Line holds the blue ribbon of the Atlantic for speed with the *Mauretania* (30,695 tons), which in 1910 crossed the Atlantic from Daunt's Rock (off the Irish coast) to Ambrose Channel (off New York) in 4 days 10 hours 41 minutes, giving an average speed of 26.06 knots.

## WHAT IS THE SECRET OF "SINISTER CRONCH"?



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OUR ABSORBING NEW MYSTERY SERIAL

By the famous

Katharine Tynan

Instalment One of

THE MOATED GRANGE

Will appear in our issue of

TUESDAY NEXT.

## HOW SCIENCE KILLS SHAMS.

## FALSE TEETH AND DIAMONDS.

At the end of the Great War Professor R. W. Wood, that genius among American physicists, came to a meeting of the London Physical Society and revealed the methods of invisible signalling used by his countrymen in fighting the enemy. He showed a telescope in which a six-volt lamp was hidden. The telescope was closed by means of a piece of special glass which allowed only the ultra-violet rays to pass, and was focussed on a distant point where the beam projected by it was received in a similar telescope provided with a fluorescent screen. More signals could thus be sent over a distance of six miles, quite unknown to the enemy, since the signals were only revealed by the flashes on the fluorescent screen itself.

## The Evolution of Sight.

The phenomena of fluorescence were discovered as long ago as 1833 by Sir David Brewster, who found that when quinine is dissolved in sulphuric acid the solution exhibits a beautiful blue colour under the influence of the rays which lie beyond the violet end of the spectrum.

In the matter of sensitivity the human and the eye are in strange contrast. While the ear can hear all sounds capable of penetrating the atmosphere from the twenty-foot sound-wave of the deepest pedal note to the shrill half-inch wave of the bat's cry, the longest light-wave perceived by the eye is barely twice as long as the shortest. The secret lies no doubt in the long evolutionary process by which the eye has accommodated itself to the rays of sunlight, which have a maximum energy in the yellowish-green portion of the spectrum, a region which exactly coincides with the maximum sensitivity of the human eye. From this circumstance we may conclude that the planets revolving round other stars may harbour living beings with eyes sensitive to the infra-red or ultra-violet rays, according to the lower or higher temperature of their central orb.

## Extending the Range of Vision.

The exploration of the hidden regions of the spectrum has been a fascinating pursuit, not unattended by risks. We have gradually traversed the ultra-violet right down to the most penetrating X-rays, which have a wave-length five hundred times shorter than light. We all know the fate that has overtaken many brave pioneers of this exploration, but we can be sure that no danger will deter scientific investigators from searching the Unknown.

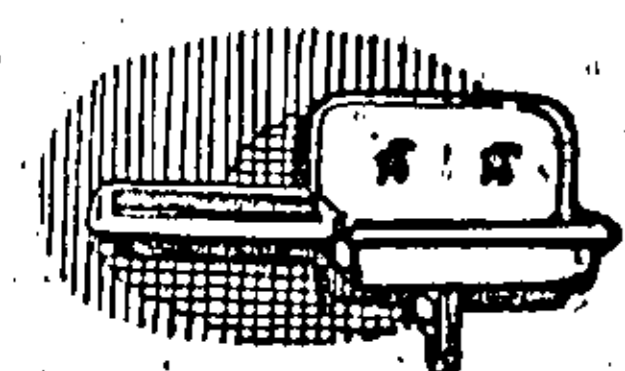
The ultra-violet of the mercury arc produces a kind of snow-blindness, which however, soon wears off. But it has an extraordinary diversified effect on different substances. In uranium glass it produces a rich apple-green fluorescence; a tallow candle glows bright blue and the human body appears a faint purple. The teeth fluoresce brilliantly, but in order to do so they must be alive. False teeth remain unilluminated. The late Sir William Crookes once startled a brilliant assembly at the Royal Society by offering to test diamonds then and there by means of ultra-violet rays, relying upon the fact that none but a real diamond shows the characteristic phosphorescence. Even a butter and margarine can be distinguished by their different appearance in ultra-violet light.

The deciphering of the original writing of a palimpsest by photography was a much admired feat of the early eighties. This was, however, done by simply excluding all but the violet rays from the negative. The great flood of ultra-violet light yielded by the Cooper-Hewitt mercury arc has vastly extended this field of exploration, and the exhibition given by Dr. Herman Goodman at a New York electrical exhibition showed some novel applications of the principle, though I cannot take the alleged testing of bootleg whisky seriously.

## The World in a New Light.

There is no doubt that every advance into the invisible regions of the spectrum will yield fresh revelations. Already Pickering has discovered signs of a fugitive vegetation on the moon, and Hale has found the extraordinary mantle of calcium cloudlets which covers the sun. Baird reveals—somewhat unkindly, perhaps—how people appear when under infra-red illumination. The invention of a "machine with a moral sense" is a chimera; but the best way of stamping out shams is to make their detection easy and inevitable.—E. E. Fournier d'Albe, D.Sc., in *Observer*.

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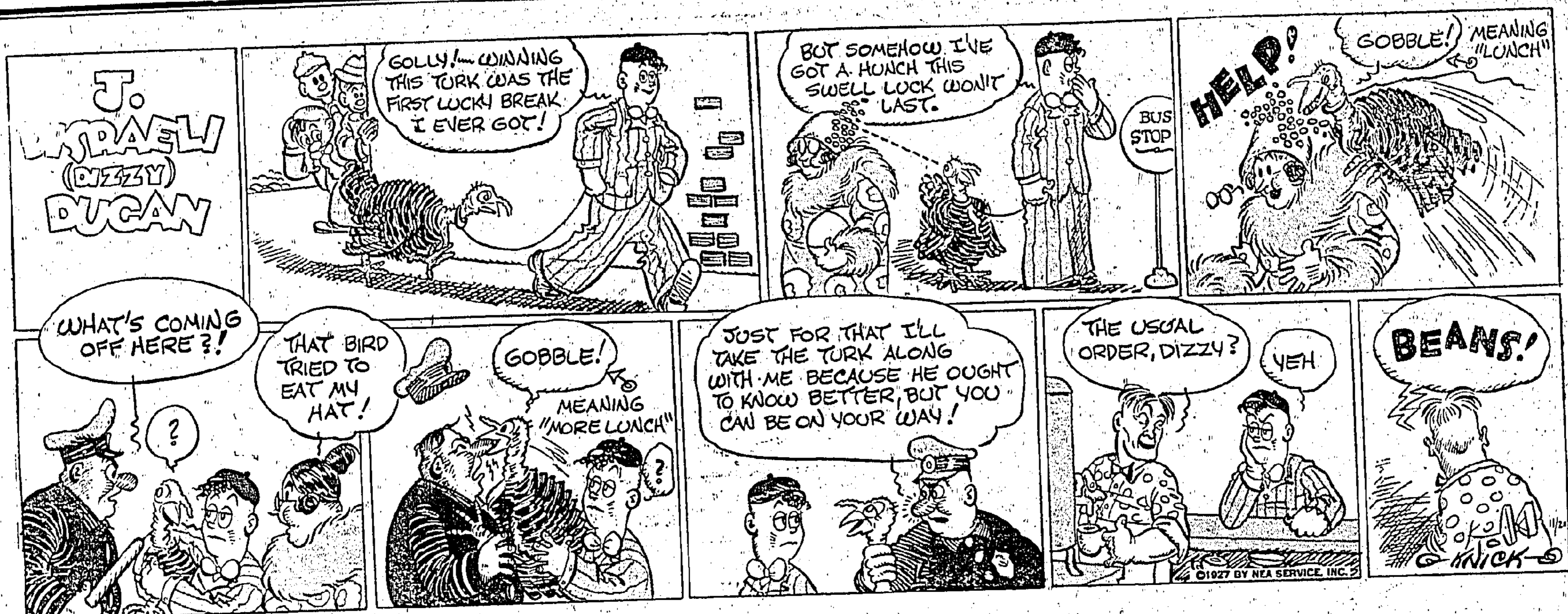
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## THE LIRA.

## HISTORY OF REHABILITATION.

London, Dec. 23.

The announcement that Italy had, as from yesterday, returned to the gold standard is the subject of favourable comment here. The Italian financial delegate in London states that the decision was arranged in collaboration with the Bank of England and the Federal Reserve Bank of New York, which have acted on behalf of fifteen banks of issue of States where gold standard has been adopted.

Foreign credits of £25,000,000 have been arranged for the defence of the new lira rate.

Signor Mussolini, in the Council of Ministers at which decision was taken, said that the step would have a profound effect on the development of national economy and would contribute to the reconstruction of world economy. This view is endorsed by *The Times* which in its editorial notes says that the announcement comes "as a pleasant surprise that will be welcomed not merely by Italians but by all who appreciate the importance of sound currency to the prosperity of the world. The re-establishment of the Lira on a gold basis is an event which marks another milestone on the long and difficult road of European reconstruction."Tracing the steps which led up to the new movement towards financial rehabilitation *The Times* says that the first was the balancing of the Budget. Next was the funding of war debts to United States and Great Britain, which enabled Italy once more to borrow abroad.

Meanwhile in spite of these salutary measures the currency was still in a precarious condition. In the spring of 1925 and again in 1926 the Lira underwent a rapid depreciation and in the autumn of last year Signor Mussolini embarked on a rigorous policy of deflation. The effect upon the currency of the measures he adopted was assisted by huge influx of foreign capital and the rate of exchange rose rapidly.

The Banca d'Italia was thus enabled to accumulate large reserves but the pace of revaluation was too hot for agriculture and industry and a severe depression resulted, the effects of which are still being felt. "In these circumstances Government rightly decided to put an end to revaluation and a new gold parity, which is slightly above the exchange rate current during last few months, should help to ease financial transitions."

The achievement of a currency based on gold and therefore removed as far as it is humanly possible from the contingencies of politics, is victory of which Italy has just reason to be proud. —British Wireless.

Boston, Nov. 19.—After spending three years exploring the wilds of the Tibetan Highlands bordering on China, Prof. J. P. Rock of Harvard University has returned with 100 valuable bird specimens and wealth of scientific data. One of the birds is the bearded eagle, practically extinct, which has a wing spread of ten feet.

ENTERTAINING THE  
TROOPS.CHRISTMAS FEATURES  
AT THEATRE ROYAL.

There was a seasonable atmosphere about the concert for Servicemen which was given at the Theatre Royal last night, a gaily decorated Christmas tree and a giant cracker playing an important part in the proceedings. The concert was arranged by Mrs. P. Younghusband under the auspices of the "Cheer O' Y.M.C.A. There was a crowded audience which showed its appreciation of an excellent programme and the distinctly novel features introduced into the concert.

The Christmas tree bore various gifts, which were awarded to the holders of lucky tickets, while the cracker had also interesting contents. Dancing round the Christmas tree was another delightful feature.

The programme also served as a greeting card, good wishes being printed on the front which bore an excellent photograph of Hongkong by night. Several Chinese gentlemen voluntarily sent a very handsome donation towards the evening's entertainment.

The Committee expressed thanks to the B.A.T. for cigarettes, Messrs. John S. Hutchinson and Co. for Fry's chocolates, Messrs. Lane Crawford for novelty cracker and to the Hongkong Electric Co. for illuminating the Christmas tree. The Committee was indebted to the Philharmonic Society for the use of scenery. During the concert Mr. P. S. Cassidy, on behalf of the Y.M.C.A., tendered thanks to the artists.

## A Varied Programme.

The programme, which was noteworthy for its high standard and variety, opened with a selection by the band of H.M.S. Hawkins which performed under the baton of Mr. S. A. Howse. The Y.M.C.A. Entertainment committee was indebted to Vice Admiral Sir Reginald V. Tyrwhitt, the Captain and officers of H.M.S. Hawkins for the services of the band which, as usual acquitted itself well.

A seasonal atmosphere was created by the delightful choice of Mrs. Richard Sanger who sang "Holy Night, Peaceful Night," and "Welsh Christmas Song." The violin obligato was played by Mr. John Braga, while Miss C. Braga accompanied at the piano. It was a combination of rare excellence and received well merited applause.

Chopin's "Ballade In A flat" was delightfully played by Mr. A. M. Bowes-Smith whose capabilities as a pianist are well known. The lighter element was introduced when Mr. V. C. Labrum went on the stage, his humorous interlude abounding in humour and creating many laughs. "Lolita" was excellently sung by Mr. G. D'Aquino, after which further variety was introduced into the programme by a dance daintily executed by Miss Violet Capell and Miss Rachael Wong.

The quartette, consisting of Messrs. J. Baldwin, C.W.E. Bishop, R. Baldwin and H. J. Rest rendered

## RESULT OF THRIFT.

SMALL FORTUNE THROUGH  
INDUSTRIOUS LIFE.

Pointed references to the conduct of a son he had bought are contained in the will of Lau Posen, alias Lau Tuk-hing, commercial traveller, of Tung Kun district, Kwang Tung province, who died on August 11 at the age of 59 leaving estate in Hongkong to the value of \$1,500. Probate has been granted to the oldest natural son, Lau Shin-fook, schoolmaster, 326 Queen's Road West.

The will states "I have led the life of one who has been industrious, thrifty, faithful and right-minded." The will continues that there are two sons and two daughters, but prior to their birth he bought a son. That son stayed in the country and did not attend to any business or any occupation. The natural sons were correct and upright and filial towards their father and mother.

"I come of a poor family but through being industrious and thrifty in life I have saved \$1,500 which I have deposited with the Hongkong and Shanghai Bank."

The money is bequeathed to his eldest natural son as a token of affection.

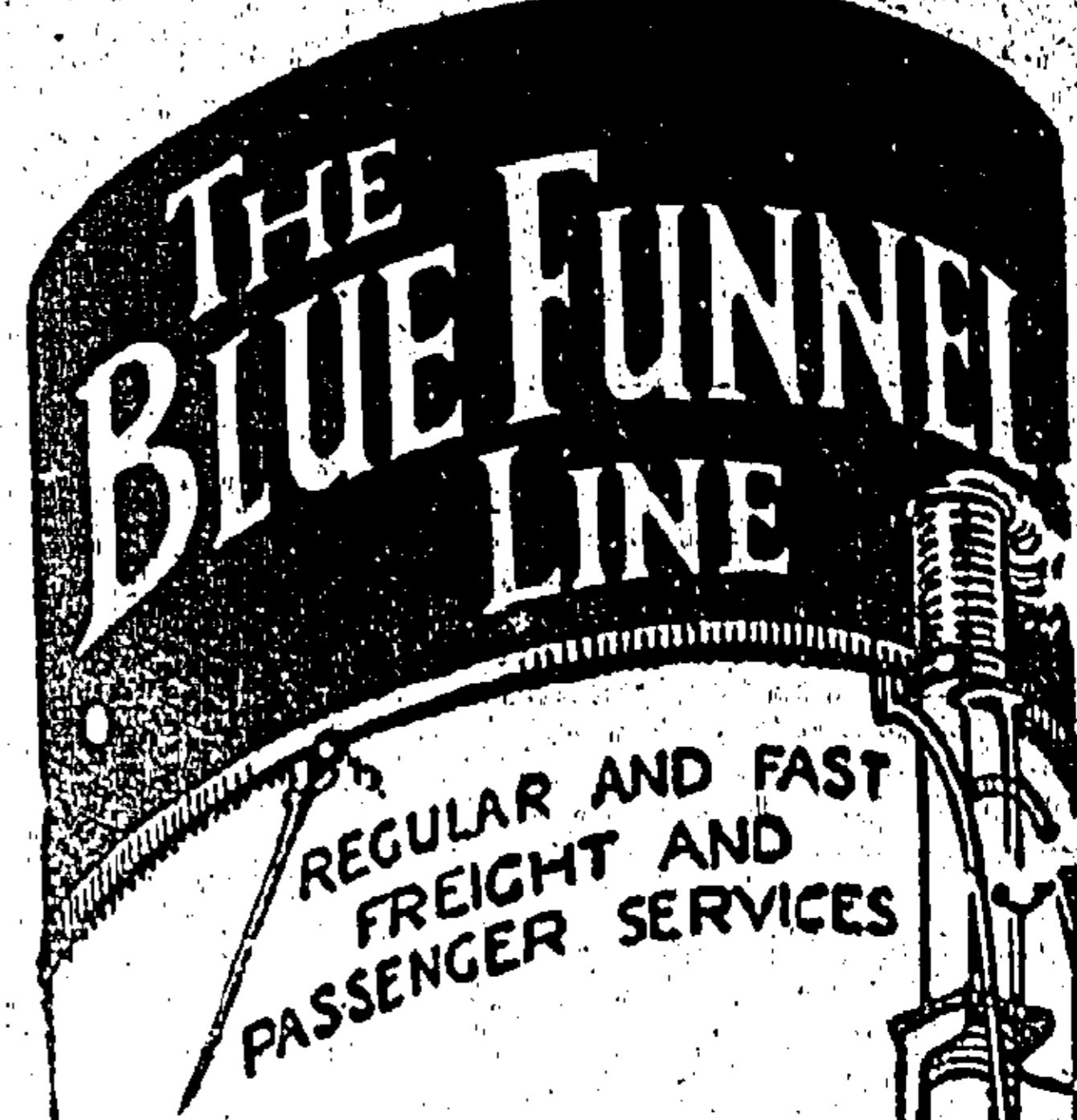
ed well chosen items excellently and Mrs. Jenner, well known for her ability to provide delightful humorous monologues, gave the audience an amusing story before selections by "Winnie's Warblers" brought the first part of the programme to an end. The latter are not unknown to the troops and the versatility was once again displayed.

## The Second Part.

A further excellent selection by the band of H.M.S. Hawkins opened the second part of the programme after which Mrs. Minney's soprano voice was heard to advantage with her song "Pierrette." Mrs. H. Balean's violin solos are already well known and her rendering of "Saint-Saens' 'Introduction and Rondo Capriccioso' was thoroughly satisfying.

Mr. R. Sutherland, a favourite entertainer with the troops appears to possess an unlimited number of songs to which he plays his own accompaniment, and he delighted with new selections from his repertoire. Surgeon Lieut. W. H. Bradfield R.N., was in fine voice and his baritone solo "Up from Somerset" was warmly applauded. Even more variety was introduced by Professor F. Gonzalez who gave violin and phone fiddle solos and also played on a musical saw.

An old folk duet was admirably sung by Mrs. P. Younghusband and Surgeon Lieut. Bradfield, after which came more delightful humorous songs and stories provided by Mr. W. Johnston. The spirit of Christmas was delightfully portrayed by Miss Violet Capell, Miss Helen Ho and Miss Rachael Wong, and then the winners of the lucky number prizes were announced, the concert concluding with the singing of the National Anthem. The accompanists for an especially fine concert were Mr. Rupert Baldwin and Mr. W. R. Fleming.



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 "ORRESTES" 10th Jan. Mar'les, London, R'dam & Hamburg  
 "ANTENOR" 25th Jan. Mar'les, London, R'dam & Glasgow  
 "PERSEUS" 7th Feb. Mar'les, London, R'dam & Hamburg

## LIVERPOOL SERVICE

"PELEUS" 25th Dec. 12 Noon. Genoa, Havre, Liverpool & Glasgow  
 "CYCLOPS" 20th Jan. Genoa, Havre, Liverpool & Glasgow  
 "MENTOR" 20th Feb. Genoa, Havre, Liverpool & Glasgow  
 "ACHILLES" 5th Mar. Havre, Liverpool & Glasgow

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 "PROTEUS" 28th Jan. Victoria, Vancouver & Seattle

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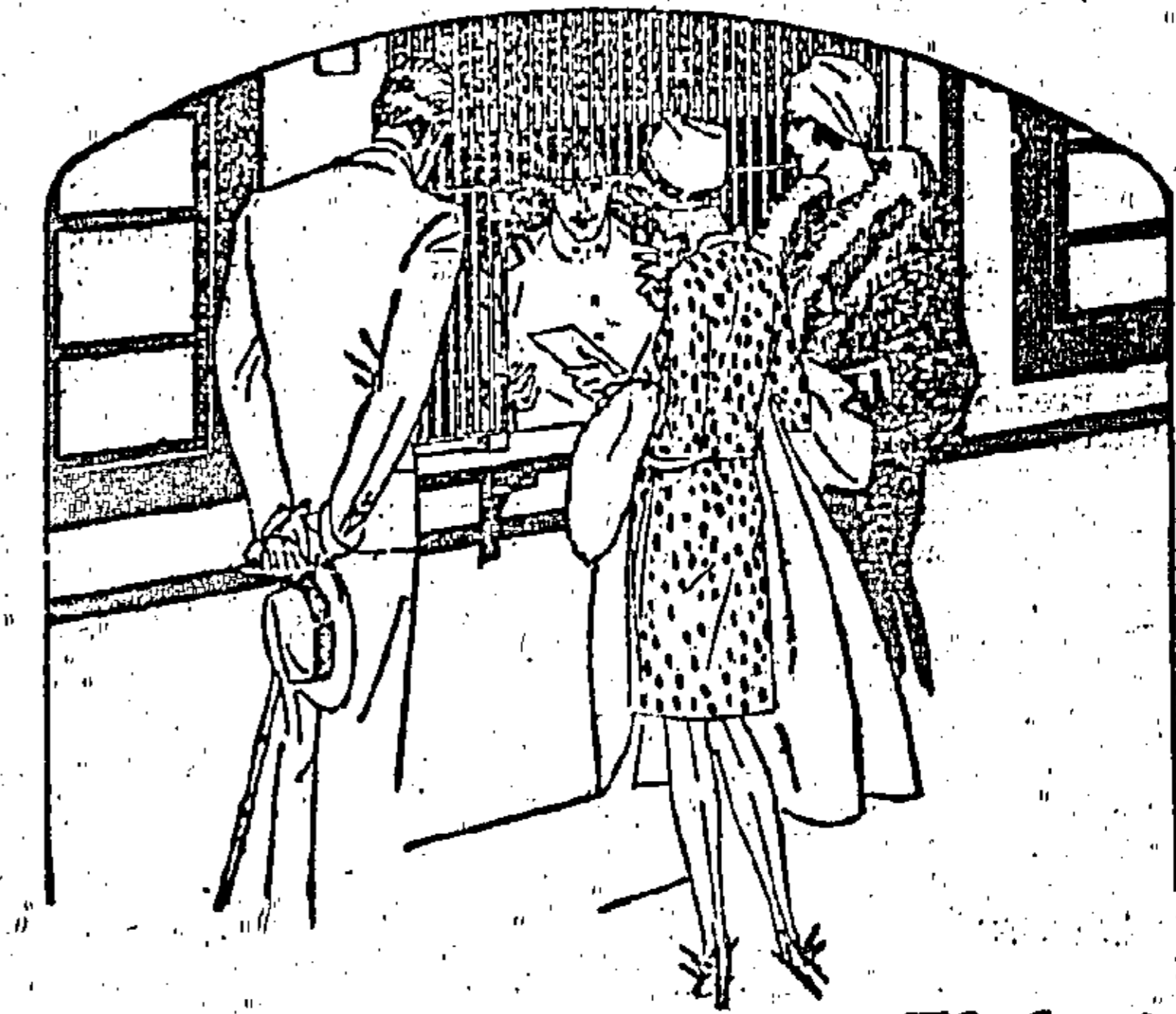
"LYCAON" 9th Mar. New York, Boston & Baltimore

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Pres. Wilson ... Sun., Jan. 29, 8 a.m.	Pres. Polk ... Sun., Mar. 11, 8 a.m.

## To MANILA

Pres. McKinley ... [Dec. 26th, 6 p.m.]	Pres. Grant ... Jan. 9th, 6 p.m.
Pres. Harrison ... Jan. 1st, 8 a.m.	Pres. Monroe ... Jan. 15th, 8 a.m.
Pres. Jefferson ... Jan. 3rd, 6 p.m.	Pres. Lincoln ... Jan. 17th, 6 p.m.

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MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	M's, L'don, A'werp & Hull
NELLORE	6,853	25th Feb.	Marseilles & London
MACEONIA	11,120	3rd Mar.	Marseilles & London
*KHIVA	9,135	10th Mar.	M's, L'don, A'werp & Hull
KASHMIR	8,935	17th Mar.	Marseilles & London
KARMALA	9,128	24th Mar.	M's, L'don, A'werp & Hull
MANTUA	10,946	31st Mar.	Marseilles & London
*KALYAN	9,144	7th Apr.	M's, L'don, A'werp & Hull
MONGOLIA	16,504	14th Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May.	Marseilles & London
MALWA	10,986	26th May.	Marseilles & London

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MALWA	10,986	7th Jan.	S'hai, Moji, Kobe & Yokohama
NELLORE	6,853	13th Jan.	S'hai, Moji, Kobe & Yokohama
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KHIVA	9,135	3rd Feb.	Shanghai, Moji & Kobe
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KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May.	S'hai, Moji, Kobe & Yokohama
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## KOWLOON FIRE.

### A BRITISH SOLDIER INJURED.

A spectacular fire which broke out in Yau-mat last night completely gutted three houses, damaged two others and was responsible for an injury to a British soldier. The fire started about eight o'clock and spread so rapidly that within a few minutes the blaze could be seen from the Island.

The Fire Brigade at Kowloon received the first call at 7.57, information being telephoned from the Wing Shing Lane fire alarm that fire had broken out at No. 161 Reclamation Street. Two machines were sent but on arrival the home call was sent out and other machines were rushed to the spot to deal with a blaze which was assuming serious proportions.

About 9.10 the district call was sent out, machines being summoned from Mongkok while Nos. 1 and 3 fire floats also went out to Yau-mat. The other fire float was ordered to stand by in case it was required.

The Kowloon Brigade, under Station Officer Saunders, had a hard fight in the early stages of the outbreak, and did excellent work.

Start in Cracker Shop.

The property involved in the fire consists of a large block of two storey Chinese tenements, the ground floors being used as workshops. The fire apparently started at No. 161 in premises occupied by a bamboo and fire cracker dealer. How the fire started is not exactly known at the moment, but it spread with alarming rapidity and soon the ground floor and two storeys above were one mass of flames.

The houses on either side, Nos. 159 and 163, were soon involved, the fire spreading rapidly along the roofs and then eating its way down. About this time the blaze was clearly visible from Hongkong, passengers on the ferry, seeing flames rising high into the air, an occasional shower of sparks testifying to the fierceness of the blaze.

The work of the Fire Brigade was soon effective, however. Numerous lines of hose were laid from hydrants and motor pumps and an effective volume of water was soon brought to bear on the two houses which were a mass of flames. Some lines were taken to the upper floors of houses across the street and these proved effective in preventing the fire from eating its way along the roofs of the houses adjoining those already involved.

### Three Houses Doomed.

It was obvious, that nothing could save the house in which the fire started and that next to it, but constant streams of water were directed in preventing the fire from spreading and it speaks volumes for the excellent work of the Brigade that such a fierce blaze was confined to such comparatively narrow limits.

The property is very old and it was hardly surprising that part of the block collapsed. The verandahs of two houses, including the stone balustrades, gave way completely and shortly before 8.30, crashed into Reclamation Street. A soldier in the Queen's Regiment was in the street at the time and it is believed that he was giving useful assistance. He was apparently struck by some of the falling debris and received an injury to his head. He was carried from the street to an ambulance which was summoned when the serious nature

## A NEW BRIDGE.

### 2584 FOOT SPAN OVER BENUE RIVER.

London, Dec. 23. The bridge to be built over the Benue River to complete the Eastern Nigerian Railway, connecting Port Harcourt with the Bauchi tinfields, will be the longest in Africa. The new enterprise, which will stimulate the already rapid development of Northern Nigeria, will cost about £1,000,000 and the contract, which has been placed with an English firm is for a bridge of thirteen spans and 2,584 feet between the abutments—British Wireless.

## MEXICO'S DEBTS.

### A POSTPONEMENT OR REDUCTION.

Mexico City, Dec. 23. The Treasury Department is about to send two representatives from here to New York to submit a memorandum on the financial condition to an international bankers committee.

Officials do not explain the purpose of the mission, except to say that Mexico will try to meet her debt payments as they mature, despite the present financial stringency. This is interpreted in some quarters to mean that Mexico will ask for a postponement or reduction of debt payments.—Reuter's

of the fire was seen and taken to Military Hospital in Kowloon.

### Soldier Injured.

It was stated by those on the spot last night that the soldier's injury was not serious and that he would probably be only detained in hospital for one night.

Apart from this injury caused by the falling debris, which was piled high in some parts of the road, it is understood that there were no other casualties. Apparently the occupants of the house above the workshop where the fire started were able to escape in time, while those living in the adjoining houses quickly vacated when it was seen that nothing could save their houses from being involved.

Superintendent Brooks was in charge of the Fire Brigade, assisted by European officers from both stations in Hongkong and Kowloon and also by a full complement of Chinese firemen. The two fire floats were able to return to Hongkong before ten o'clock and before this some of the pumps had stopped work.

By ten o'clock there was little sign of any flame but water was poured into the building, subduing tiny flashes of flame before they could spread and do further damage. A part of the Brigade was kept on duty at the fire throughout the night, continuing to pump water and keep a careful watch in case of a further outbreak.

### Thief Gets Busy.

Nos. 159, 161 and 163 were virtually gutted, there being little left of the front of two of them. The other houses were also damaged, but mainly by water. At the moment it is impossible to estimate the amount of damage which will depend to some extent on whether the occupants of the houses involved were able to get their possessions away in time. The work of the Brigade was assisted by a searchlight on one

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Office: P. & O. Bldg. 5th Floor.  
Telephone C. 2344

M. J. E. GUILLOT, Manager.

of the engines which threw a brilliant beam near the scene of the fire. As usual Chinese turned out in thousands to watch the spectacular blaze and at least one thief, seizing the opportunity to enter a house, the occupants of which were busily sight-seeing in the street, made good his escape with a fairly large amount of money.

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Tenyo Maru ... Sunday, 29th Jan.

\*Calls Los Angeles.

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Hakusan Maru ... Saturday, 31st Dec.

Kitano Maru ... Saturday, 14th Jan.

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BOMBAY via Singapore, Penang & Colombo.

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Awa Maru ... Wednesday, 11th Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

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Rakuyo Maru ... Friday, 23rd Dec.

SOUTH AMERICA (EAST COAST) via Singapore,

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Kamakura Maru ... Friday, 20th Jan.

NEW YORK and/or BOSTON via PANAMA.

Takaoka Maru ... Tuesday, 27th Dec.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Durban Maru ... Tuesday, 10th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

Nagano Maru ... Saturday, 31st Dec.

NAGASAKI, KOBE & YOKOHAMA.

Mishima Maru ... Friday, 20th Jan.

SHANGHAI, KOBE & YOKOHAMA.

Matsuya Maru ... Friday, 23rd Dec.

Kamo Maru ... Tuesday, 27th Dec.

Seiyo Maru ... Thursday, 29th Dec.

Tottori Maru (Moji Direct) ... Saturday, 31st Dec.

\*Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.

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# Christmas Holidays Special Excursions.

HONGKONG TO MACAO | MACAO TO HONGKONG

Sunday, 25th December

9.00 a.m. "SUI AN" | 3.00 p.m. "SUI AN"

Monday, 26th December

9.00 a.m. "SUI AN" | 8.00 a.m. "SUI TAI"

2.00 p.m. "SUI TAI" | 3.00 p.m. "SUI AN"

Tuesday, 27th December

9.00 a.m. "SUI AN" | 8.00 a.m. "SUI TAI"

2.00 p.m. "SUI TAI" | 4.00 p.m. "SUI AN"

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\$5.00 RETURN

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JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilmanoeck	Batavia	23rd Dec	24th Dec	S'hai & Keelung
Tjikembang	S'hai, K'lung	26th Dec	29th Dec	Batavia
Tjikong	Java, Meer	2nd Jan	4th Jan	Amoy & Saigon
Tjikini	N. China	2nd Jan	4th Jan	Macassar & Java
Tjisroea	Batavia	5th Jan	7th Jan	Amoy, Shanghai & Keelung
Tjilmanoeck	S'hai, K'lung	9th Jan	11th Jan	Batavia
Tjisroem	Java, Meer	16th Jan	18th Jan	Amoy, N. China
Tjisalak	N. China	16th Jan	18th Jan	Batavia
Tjisondari	Batavia	19th Jan	21st Jan	Amoy, Shanghai & Keelung
Tjisroea	S'hai, K'lung	23rd Jan	25th Jan	Batavia

(Via Macassar)

Via Batavia

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